

Element Performance Inspection (EPI) Data Collection Tool

3.2.1 Dispatch / Flight Release (OP)

ELEMENT SUMMARY INFORMATION

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

- To ensure the certificate holder has a dispatch or release system that allows a flight to be safely operated in accordance with their policies and procedures.

Objective (FAA oversight):

- To determine the effectiveness of the certificate holder's procedures in meeting the desired output of the process.
- To determine if the certificate holder follows its procedures, controls, process measurements, and interfaces for the Dispatch / Flight Release process.
- To determine if there were any changes in the personnel identified by the certificate holder as having responsibility and/or authority for the Dispatch / Flight Release process.

Specific Instructions:

- To accomplish this EPI, the inspector should be familiar with the certificate holder's dispatch / flight release software and dispatch / flight release procedures.

Related EPIs:

- 1.1.2 Appropriate Operational Equipment (OP)
- 3.2.2 Flight / Load Manifest / Weight and Balance Control (OP)
- 3.2.3 MEL / CDL Procedures (OP)
- 5.1.6 Use of Approved Areas, Routes and Airports (OP)
- 6.1.4 Dispatcher Duty / Rest Time (OP)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

- SRRs:
 - 119.43(b)
 - 119.43(b)(1)
 - 119.43(b)(2)
 - 119.43(c)
 - 119.49(a)(10)
 - 119.49(a)(11)
 - 119.53
 - 121.101(a)
 - 121.101(b)
 - 121.101(b)(2)
 - 121.101(c)
 - 121.101(d)
 - 121.106
 - 121.107
 - 121.117(a)
 - 121.117(b)

- SRRs:
 - 121.119(a)
 - 121.119(b)
 - 121.125(a)
 - 121.125(a)(2)(i)
 - 121.125(a)(2)(ii)
 - 121.125(b)
 - 121.125(d)
 - 121.127(a)
 - 121.127(a)(1)(i)
 - 121.127(a)(1)(ii)
 - 121.127(a)(2)
 - 121.127(b)
 - 121.135(a)(1)
 - 121.135(b)(2)
 - 121.135(b)(3)
 - 121.135(b)(4)
 - 121.161(a)
 - 121.551
 - 121.553
 - 121.557(b)
 - 121.557(c)
 - 121.593
 - 121.595(a)
 - 121.595(b)
 - 121.597(a)
 - 121.597(b)
 - 121.597(c)
 - 121.599(a)
 - 121.599(b)
 - 121.601(a)
 - 121.601(b)
 - 121.601(c)
 - 121.603(a)
 - 121.603(b)
 - 121.605
 - 121.607(a)
 - 121.607(b)
 - 121.609
 - 121.611
 - 121.613
 - 121.615(a)
 - 121.615(b)
 - 121.615(c)
 - 121.615(d)
 - 121.617(a)(1)
 - 121.617(a)(2)
 - 121.617(b)
 - 121.617(c)
 - 121.619(a)
 - 121.619(b)
 - 121.619(c)
 - 121.621(a)
 - 121.621(b)
 - 121.621(c)
 - 121.623(a)
 - 121.623(b)
 - 121.623(c)

- SRRs:
 - 121.623(d)
 - 121.624
 - 121.625
 - 121.629(a)
 - 121.629(b)
 - 121.629(c)
 - 121.629(d)
 - 121.631(a)
 - 121.631(b)
 - 121.631(c)
 - 121.631(d)
 - 121.633
 - 121.635
 - 121.637(a)
 - 121.637(b)
 - 121.639(a)
 - 121.639(b)
 - 121.639(c)
 - 121.641(a)
 - 121.641(b)
 - 121.643(a)
 - 121.643(b)
 - 121.643(c)
 - 121.645(a)
 - 121.645(b)
 - 121.645(c)
 - 121.645(d)
 - 121.645(e)
 - 121.646
 - 121.647(a)
 - 121.647(b)
 - 121.647(c)
 - 121.647(d)
 - 121.649(a)(1)
 - 121.649(a)(2)
 - 121.649(b)
 - 121.649(c)
 - 121.652(a)
 - 121.652(b)
 - 121.652(c)
 - 121.655
 - 121.663
 - 121.687(a)
 - 121.687(b)
 - 121.689(a)
 - 121.689(b)
 - 121.689(c)
 - 121.695(a)
 - 121.695(b)
 - 121.697(a)
 - 121.697(b)
 - 121.697(c)
 - 121.697(d)
 - 121.697(e)
 - 121.97(a)
 - 121.97(b)
 - 121.99

- SRRs:
 - 121.99(a)
 - 121.99(b)(1)
 - 121.99(b)(2)
 - 121.99(b)(3)
 - 91.151(a)
 - 91.153(a)
 - 91.153(a)(1)
 - 91.153(a)(2)
 - 91.153(a)(3)
 - 91.153(a)(4)
 - 91.153(a)(5)
 - 91.153(a)(6)
 - 91.153(a)(7)
 - 91.153(a)(8)
 - 91.153(a)(9)
 - 91.153(b)
 - 91.169(a)(1)
 - 91.173(a)
 - A.003
 - A.010
 - A.012
 - A.030
 - A.052b(4)
 - A.056a.
 - A.056b.
 - A.328b(1)
 - A.328b.(4)
 - A.345
 - A.501
 - A.502
 - A.520
 - A.521
 - A.522(a)
 - A.525b.
 - B.030a.
 - B.030b.
 - B.030d(3)
 - B.034a
 - B.034b
 - B.034b(7)
 - B.034d.
 - B.034e(3)
 - B.034e.(5)
 - B.035(a)
 - B.036b(6)
 - B.036b.(2)
 - B.037
 - B.041a.
 - B.041c.
 - B.042a(1)
 - B.042a(4)
 - B.042b(3)
 - B.043
 - B.044
 - B.046d.
 - B.046e.
 - B.050

- SRRs:
 - B.051a(5)
 - B.051a.(1)
 - B.55b(1)
 - C.355
 - C.355e(1)
 - C.355e(2)
 - C.355e(2)(a)
 - C.355e(2)(b)
 - C.355e(2)(c)
 - C.355e(2)(d)
 - C.355e(2)(e)
 - C.355e(2)(f)
 - C.355e(3)
 - C.384f(2)

Related CFRs & FAA Policy/Guidance:

- Related CFRs:
 - Intentionally left blank
- FAA Policy/Guidance:
 - FAA Order 8900.1, Volume 3, Chapter 25, Section 1
 - FAA Order 8900.1, Volume 3, Chapter 25, Section 2
 - FAA Order 8900.1, Volume 3, Chapter 25, Section 3
 - FAA Order 8900.1, Volume 3, Chapter 25, Section 4
 - FAA Order 8900.1, Volume 3, Chapter 26, Section 1
 - FAA Order 8900.1, Volume 3, Chapter 26, Section 2
 - FAA Order 8900.1, Volume 3, Chapter 26, Section 3
 - AC 120-38
 - AC 120-42A
 - AC 120-60B
 - AC 120-88A

EPI Section 1 - Performance Observables

Objective: The tasks and questions in this section of the data collection tool (DCT) are designed to assist the inspector in determining if the certificate holder follows its written procedures and controls and meets the established performance measures of the process. To accomplish this, questions have been generated to test both the outputs of the process as well as the process itself. Question 1 and its following subquestions are directed at the output(s) of the process, whereas questions 2-6, when answered, should be directed at the process itself.

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 certificate holder's policies, procedures, instructions, and information for the Dispatch/Flight Release process.
3.	Review the last accomplished associated safety attribute inspection (SAI) for this element with emphasis on the controls, process measurements, and interface attribute section responses.
4.	Observe the certificate holder's Dispatch/Flight Release process to gain an understanding of the procedures, instructions, and information.
5.	Discuss the Dispatch/Flight Release process with the personnel (other than management) who perform the duties and responsibilities required by the process.

Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Determine whether the following performance measures were met:	
1.1.	<p>Were dispatch/flight releases complete and accurate?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the air carrier's specified location that the flight following system has adequate facilities to provide the information necessary for the initiation of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 2. Check at the air carrier's specified location that the flight following system has adequate facilities to provide the information necessary for the safe conduct of each flight to the flight crew of each aircraft. <i>Sources:</i> 121.127(a)(1)(i) 3. Check at the air carrier's specified location that personnel are providing the information necessary for the initiation of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 4. Check at the air carrier's specified location that personnel are providing the information necessary for the safe conduct of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 5. Check at the air carrier's specified location that it's flight following system has adequate facilities to provide the information necessary for the initiation of each flight to the persons designated by the Certificate Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources:</i> 121.127(a)(1)(ii)</p> <p>6. Check at the air carrier's specified location that it's flight following system has adequate facilities to provide the information necessary for the safe conduct of each flight to the persons designated by the Certificate Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.127(a)(1)(ii)</p> <p>7. Check at the records repository that no person dispatched an airplane, over an approved route or route segment unless the navigation facilities required by 14 CFR Part 121.103 for the approval of that route or segment were in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(a)</p> <p>8. Check at the air carrier's dispatch center that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 121.99 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that communication facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(b)</p> <p>9. Check at the aircraft cockpit that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.99 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that communication facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(b)</p> <p>10. Check at the air carrier's dispatch center that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.103 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that navigation facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(b)</p> <p>11. Check at the aircraft cockpit that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.103 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that navigation facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(b)</p> <p>12. Check at the records repository that no person released an aircraft, over any route or route segment unless communication facilities equal to those required by 14 CFR Part 121.121 were in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.609</p>	
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	<p>13. Check at the records repository that no person released an aircraft, over any route or route segment unless navigation facilities equal to those required by 14 CFR Part 121.121 were in satisfactory operating condition, in accordance with the Certificate Holder design. <i>Sources:</i> 121.609</p> <p>14. Check at the records repository that no person dispatched an aircraft for VFR operation unless the ceiling enroute, as indicated by available weather reports or forecasts, or any combination thereof, were and remained at or above applicable VFR minimums until the aircraft arrived at the airport or airports specified in the dispatch release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.611</p> <p>15. Check at the records repository that the weather conditions at the alternate airport met the requirements of the Certificate Holder's operations specifications for the purposes of 14 CFR Part 121.621(a), in accordance with the Certificate Holder design. <i>Sources:</i> 121.621(b)</p> <p>16. Check at the records repository that no person dispatched a flight, unless he listed each required alternate airport in the dispatch release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.621(c)</p> <p>17. Check at the records repository that each person that released an aircraft for operation under IFR listed at least one alternate airport for each destination airport in the flight release, except as provided in paragraph 14 CFR Part 121.623(b), in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(a)</p> <p>18. Check at the records repository that each person that released an aircraft for operation over the top listed at least one alternate airport for each destination airport in the flight release, except as provided in paragraph 14 CFR Part 121.623(b), in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(a)</p> <p>19. Check at the records repository that an alternate airport was not designated for IFR operations where the aircraft carried enough fuel to meet the requirements of 14 CFR Part 121.643 and 14 CFR Part 121.645 for flights outside the 48 contiguous States and the District of Columbia over routes without an available alternate airport for a particular airport of destination, in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(b)</p> <p>20. Check at the records repository that an alternate airport was not designated for over the top operations where the aircraft carried enough fuel to meet the requirements of 14 CFR Part 121.643 and 14 CFR Part 121.645 for flights outside the 48 contiguous States and the District of Columbia over routes without an available alternate airport for a particular airport of destination, in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(b)</p> <p>21. Check at the records repository that the weather conditions at the alternate airport met the requirements of the Certificate Holder's operations specifications for the purposes of 14 CFR Part 121.623(a), in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(c)</p>	
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	<p>22. Check at the records repository that no person released a flight, unless he listed each required alternate airport in the flight release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.623(d)</p> <p>23. Check at the records repository that no person listed an airport as an alternate airport in the dispatch release unless the appropriate weather reports or forecasts, or any combination thereof, indicated that the weather conditions were at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrived, in accordance with the Certificate Holder design. <i>Sources:</i> 121.625</p> <p>24. Check at the records repository that no person listed an airport as an alternate airport in the flight release unless the appropriate weather reports or forecasts, or any combination thereof, indicated that the weather conditions were at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrived, in accordance with the Certificate Holder design. <i>Sources:</i> 121.625</p> <p>25. Check at the records repository that no person dispatched an aircraft when in the opinion of the pilot in command, icing conditions were expected that might have adversely affected the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>26. Check at the aircraft cockpit that no person continues to operate an aircraft enroute when in the opinion of the pilot in command icing conditions are expected that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>27. Check at the aircraft cockpit that no person continues to operate an aircraft enroute when in the opinion of the aircraft dispatcher icing conditions are expected that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>28. Check at the aircraft cockpit that no person continues to operate an aircraft enroute when in the opinion of the pilot in command icing conditions are met that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>29. Check at the aircraft cockpit that no person continues to operate an aircraft enroute when in the opinion of the aircraft dispatcher icing conditions are met that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>30. Check at the aircraft cockpit that no person lands an aircraft when in the opinion of the pilot in command icing conditions are expected that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p> <p>31. Check at the aircraft cockpit that no person lands an aircraft when in the opinion of the aircraft dispatcher icing conditions are expected that might adversely affect the safety of the flight, in accordance with the Certificate</p>	
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	<p>Holder design. <i>Sources:</i> 121.629(a)</p>	
32.	<p>Check at the aircraft cockpit that no person lands an aircraft when in the opinion of the pilot in command icing conditions are met that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p>	
33.	<p>Check at the aircraft cockpit that no person lands an aircraft when in the opinion of the aircraft dispatcher icing conditions are met that might adversely affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(a)</p>	
34.	<p>Check at the records repository that no person dispatched an aircraft any time conditions were such that frost was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p>	
35.	<p>Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that frost is reasonably 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 complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p>	
36.	<p>Check at the records repository that no person dispatched an aircraft any time conditions were such that ice was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p>	
37.	<p>Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that ice is reasonably 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 complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p>	
38.	<p>Check at the records repository that no person dispatched an aircraft any time conditions were such that snow was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p>	
39.	<p>Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that snow is reasonably</p>	

	<p>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 complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>40. Check at the records repository that no person dispatched an aircraft any time conditions were such that frost was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>41. Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that frost is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>42. Check at the records repository that no person dispatched an aircraft any time conditions were such that ice was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>43. Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that ice is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>44. Check at the records repository that no person dispatched an aircraft any time conditions were such that snow was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>45. Check at the air carrier's dispatch center that no person is dispatching an aircraft any time conditions are such that snow is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>46. Check at the records repository that no person released an aircraft any</p>	
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	<p>time conditions were such that frost was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>47. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that frost is reasonably 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 release complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>48. Check at the records repository that no person released an aircraft any time conditions were such that ice was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>49. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that ice is reasonably 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 release complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>50. Check at the records repository that no person released an aircraft any time conditions were such that snow was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>51. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that snow is reasonably 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 release complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>52. Check at the records repository that no person released an aircraft any time conditions were such that frost was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p>	
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	<p>53. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that frost is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>54. Check at the records repository that no person released an aircraft any time conditions were such that ice was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>55. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that ice is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>56. Check at the records repository that no person released an aircraft any time conditions were such that snow was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>57. Check at the air carrier specified location that no person is releasing an aircraft any time conditions are such that snow is reasonably 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 14 CFR Part 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>58. Check at the records repository that no person took off an aircraft any time conditions were such that frost was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>59. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that frost 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 complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p>	
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	<p><i>Sources:</i> 121.629(c)</p> <p>60. Check at the records repository that no person took off an aircraft any time conditions were such that ice was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>61. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that ice 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 complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>62. Check at the records repository that no person took off an aircraft any time conditions were such that snow was reasonably 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 complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>63. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that 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 complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>64. Check at the records repository that no person took off an aircraft any time conditions were such that frost was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>65. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that frost 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 release complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>66. Check at the records repository that no person took off an aircraft any time conditions were such that ice was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate</p>	
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	<p>Holder design. <i>Sources:</i> 121.629(c)</p> <p>67. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that ice 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 release complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>68. Check at the records repository that no person took off an aircraft any time conditions were such that snow was reasonably 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 release complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>69. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that 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 release complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>70. Check at the records repository that no person took off an aircraft any time conditions were such that frost was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>71. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that frost 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>72. Check at the records repository that no person took off an aircraft any time conditions were such that ice was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design. <i>Sources:</i> 121.629(c)</p> <p>73. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that ice 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 takeoff complies with the approved ground deicing/anti-icing program,</p>	
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	<p>except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>74. Check at the records repository that no person took off an aircraft any time conditions were such that snow was reasonably 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 takeoff complied with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>75. Check at the aircraft cockpit that no person will takeoff an aircraft any time conditions are such that 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 takeoff complies with the approved ground deicing/anti-icing program, except as provided in 121.629(d), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(c)</p> <p>76. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that frost, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the wings are free of frost, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>77. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that ice, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the wings are free of ice, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>78. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that snow, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the wings are free of snow, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>79. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that frost, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the control surfaces are free of frost, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground</p>	
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	<p>deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>80. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that ice, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the control surfaces are free of ice, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>81. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that snow, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the control surfaces are free of snow, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>82. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that frost, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the other critical surfaces are free of frost, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>83. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that ice, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the other critical surfaces are free of ice, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p> <p>84. Check at the aircraft cockpit that no aircraft will takeoff any time conditions are such that snow, may reasonably be expected to adhere to the aircraft, unless it has been checked to ensure that the other critical surfaces are free of snow, this check must occur within five minutes prior to beginning takeoff and be accomplished from outside the aircraft, when the Certificate Holder does not have an approved ground deicing/anti-icing program as required in paragraph (c) of 14 CFR Part 121.629, and it is included in its operations specifications, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.629(d)</p>	
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1.2.	<p>Did the certificate holder restrict or suspend operations in hazardous conditions?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the air carrier specified location, that when a certificate holder conducting domestic or flag operations knows of conditions, including airport and runway conditions that are a hazard to safe operations, it restricts or suspends operations until those conditions are corrected, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.551 2. Check at the air carrier specified location, that when a certificate holder conducting supplemental operations knows of conditions, including airport and runway conditions that are a hazard to safe operations, it restricts or suspends operations until those conditions are corrected, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.553 3. Check at the aircraft cockpit, that when a pilot in command conducting supplemental operations knows of conditions, including airport and runway conditions that are a hazard to safe operations, he or she restricts or suspends operations until those conditions are corrected, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.553 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.3.	<p>Was the dispatcher for flag or domestic operations familiar with reported weather conditions along the route for which he/she issued a release?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the air carrier specified location that it has enough weather reporting facilities available along each route to ensure weather reports and forecasts necessary for the operation, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.101(a) 2. Check at the records repository that the Certificate Holder has only used a weather report to control a flight, for operations within the 48 contiguous States and the District of Columbia, that was prepared by the U.S. National Weather Service or a source approved by the U.S. National Weather Service, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.101(b)(1) 3. Check at the records repository that the Certificate Holder has only used a weather report to control a flight, for operations conducted outside the 48 contiguous States and the District of Columbia, that was prepared by a source approved by the Administrator, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.101(b)(2) 4. Check at the records repository that the Certificate Holder has only used forecasts to control flight movements that were prepared from weather reports specified in paragraph (b) of 14 CFR Part 121.101 and from any source approved under its system adopted pursuant to paragraph (d) 14 CFR Part 121.101, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.101(c) 5. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining forecasts of adverse weather phenomena such as clear air turbulence that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>Holder's design. Sources: 121.101(d)</p> <p>6. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining reports of adverse weather phenomena such as clear air turbulence that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate Holder's design. Sources: 121.101(d)</p> <p>7. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining forecasts of adverse weather phenomena such as thunderstorms that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate Holder's design. Sources: 121.101(d)</p> <p>8. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining reports of adverse weather phenomena such as thunderstorms that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate Holder's design. Sources: 121.101(d)</p> <p>9. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining forecasts of adverse weather phenomena such as low altitude windshear that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate Holder's design. Sources: 121.101(d)</p> <p>10. Check at the air carrier dispatch center that it is utilizing an approved system for obtaining reports of adverse weather phenomena such as low altitude windshear that may affect the safety of flight on each route to be flown and each airport to be used, in accordance with the Certificate Holder's design. Sources: 121.101(d)</p> <p>11. Check at the air carrier's dispatch center that no aircraft dispatcher releases a flight unless he is thoroughly familiar with reported weather conditions on the route to be flown, in accordance with the Certificate Holder design. Sources: 121.599(a)</p> <p>12. Check at the air carrier's dispatch center that no aircraft dispatcher releases a flight unless he is thoroughly familiar with forecast weather conditions on the route to be flown. Sources: 121.599(a)</p>	
<p>1.4.</p>	<p>Did the dispatcher provide all pertinent data to the pilot in command for domestic or flag operations? <i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that the aircraft dispatcher is providing the pilot in command all available current reports and information on airport conditions that may affect the safety of the flight, in accordance with the Certificate Holder design. Sources: 121.601(a)</p> <p>2. Check at the air carrier specified location that the aircraft dispatcher is providing the pilot in command all available current reports and</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

	<p>information on irregularities of navigation facilities that may affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.601(a)</p> <p>3. Check at the air carrier specified location that, before beginning a flight, the aircraft dispatcher provides the pilot in command with all available weather reports of weather phenomena that may affect the safety of flight, including adverse weather phenomena, for each airport to be used, in accordance with the Certificate Holder design. <i>Sources:</i> 121.601(b)</p> <p>4. Check at the air carrier specified location that during a flight, the aircraft dispatcher is providing the pilot in command any additional available information of meteorological conditions including adverse weather phenomena, that may affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.601(c)</p> <p>5. Check at the air carrier specified location that, during a flight, the aircraft dispatcher is providing the pilot in command with any additional available information including irregularities of facilities and services that may affect the safety of the flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.601(c)</p>	
1.5.	<p>Before and during the flight, did the pilot in command conducting supplemental operations obtain all applicable information concerning facilities, services, and weather?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that the Certificate Holder has only used weather reports prepared and released by the U.S. National Weather Service, or a source approved by the National Weather Service, to control a flight, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.119(a)</p> <p>2. Check at the records repository that the Certificate Holder conducting supplemental operations outside the U.S., or at U.S. Military airports, where National Weather Service weather reports are not available, has only used weather reports that are prepared by a source found satisfactory by the Administrator, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.119(a)</p> <p>3. Check at the records repository that the Certificate Holder has only used forecasts to control flight movements prepared from weather reports specified in 14 CFR Part 121.119(a), in accordance with the Certificate Holder's design. <i>Sources:</i> 121.119(b)</p> <p>4. Check at the aircraft cockpit that no pilot in command begins a flight unless he is thoroughly familiar with reported weather conditions on the route to be flown, in accordance with the Certificate Holder design. <i>Sources:</i> 121.599(b)</p> <p>5. Check at the aircraft cockpit that no pilot in command begins a flight unless he is thoroughly familiar with forecast weather conditions on the route to be flown, in accordance with the Certificate Holder design. <i>Sources:</i> 121.599(b)</p> <p>6. Check at the aircraft cockpit that before beginning a flight, each pilot in</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>command is obtaining all available current reports and information on irregularities of navigation facilities that may affect the safety of the flight, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.603(a)</p> <p>7. Check at the aircraft cockpit that during a flight, each pilot in command is obtaining any additional available information of meteorological conditions that may affect the safety of the flight, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.603(b)</p> <p>8. Check at the aircraft cockpit that during a flight, each pilot in command is obtaining any additional available information including irregularities of facilities and services that may affect the safety of the flight, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.603(b)</p>	
1.6.	<p>Did the certificate holder only dispatch or release airplanes that were in an airworthy condition and equipped in compliance with 14 CFR Section 121.303?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that no person dispatched or released an airplane unless it was airworthy, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.605</p> <p>2. Check at the records repository that no person dispatched or released an airplane unless it was equipped as prescribed in 14 CFR Part 121.303, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.605</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.7.	<p>Were the certificate holder's communications and navigation facilities, for domestic and flag operations, adequate?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that no person dispatched an airplane, over an approved route or route segment unless the communication facilities required by 14 CFR Part 121.99 for the approval of that route or segment were in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(a)</p> <p>2. Check at the records repository that no person dispatched an airplane, over an approved route or route segment unless the navigation facilities required by 14 CFR Part 121.103 for the approval of that route or segment were in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(a)</p> <p>3. Check at the air carrier's dispatch center that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 121.99 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that communication facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.607(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>4. Check at the aircraft cockpit that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.99 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that communication facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design. <i>Sources: 121.607(b)</i></p> <p>5. Check at the air carrier's dispatch center that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.103 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that navigation facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design. <i>Sources: 121.607(b)</i></p> <p>6. Check at the aircraft cockpit that if for technical or other reasons beyond the control of a Certificate Holder, the facilities required by 14 CFR Part 121.103 are not available over a route or route segment outside the United States, the Certificate Holder may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that navigation facilities equal to those required are available and are in satisfactory operating condition, in accordance with the Certificate Holder design. <i>Sources: 121.607(b)</i></p>	
<p>1.8.</p>	<p>Did the certificate holder comply with the Dispatch / Flight Release requirements for the destination, alternate, and additional airports? <i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that no person dispatched an aircraft from an airport if the weather conditions at the airport of takeoff were below the landing minimums in the Certificate Holder's operations specifications for that airport, unless the dispatch release specified an alternate airport for aircraft having two engines, not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative, in accordance with the Certificate Holder design. <i>Sources: 121.617(a)(1)</i></p> <p>2. Check at the records repository that no person released an aircraft from an airport if the weather conditions at the airport of takeoff were below the landing minimums in the Certificate Holder's operations specifications for that airport, unless the flight release specified an alternate airport for aircraft having two engines, not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative, in accordance with the Certificate Holder design. <i>Sources: 121.617(a)(1)</i></p> <p>3. Check at the records repository that no person dispatched an aircraft from an airport if the weather conditions at the airport of takeoff were below the landing minimums in the Certificate Holder's operations specifications for that airport, unless the dispatch release specified an alternate airport for aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one engine inoperative, in accordance with the Certificate Holder</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

	<p>design. <i>Sources:</i> 121.617(a)(2)</p>	
4.	<p>Check at the records repository that no person released an aircraft from an airport if the weather conditions at the airport of takeoff were below the landing minimums in the Certificate Holder's operations specifications for that airport, unless the flight release specified an alternate airport for aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one engine inoperative, in accordance with the Certificate Holder design. <i>Sources:</i> 121.617(a)(2)</p>	
5.	<p>Check at the records repository, that the alternate airport for departure met the alternate airport weather requirements of the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.617(b)</p>	
6.	<p>Check at the records repository that no person dispatched an aircraft from an airport unless he listed each required alternate airport in the dispatch release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.617(c)</p>	
7.	<p>Check at the records repository that no person released an aircraft from an airport unless he listed each required alternate airport in the flight release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.617(c)</p>	
8.	<p>Check at the records repository that no person dispatched an airplane under IFR unless he listed at least one alternate airport for each destination airport in the dispatch release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.619(a)</p>	
9.	<p>Check at the records repository that no person dispatched an airplane over the top unless he listed at least one alternate airport for each destination airport in the dispatch release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.619(a)</p>	
10.	<p>Check at the records repository when weather conditions were forecast to be marginal for the destination and first alternate airport, at least one additional alternate was designated, in accordance with the Certificate Holder design. <i>Sources:</i> 121.619(a)</p>	
11.	<p>Check at the records repository that at least one alternate airport for each destination was listed, if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport, the appropriate weather reports or forecasts, or any combination there of, indicated the ceiling would be less than 2,000 feet above the airport elevation; and visibility would be less than 3 miles, in accordance with the Certificate Holder design. <i>Sources:</i> 121.619(a)(1); 121.619(a)(2)</p>	
12.	<p>Check at the records repository, that for the purposes of 14 CFR Part 121.619(a), that the weather conditions at the alternate airport met the requirements of 14 CFR Part 121.625, in accordance with the Certificate Holder design. <i>Sources:</i> 121.619(b)</p>	
13.	<p>Check at the records repository that no person dispatched a flight unless</p>	

	<p>he listed each required alternate airport in the dispatch release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.619(c)</p> <p>14. Check at the records repository that no person dispatched an airplane under IFR unless he listed at least one alternate airport for each destination airport in the dispatch release, unless the flight was scheduled for not more than 6 hours and, for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling was: at least 1,500 feet above the lowest circling MDA, if a circling approach is required and authorized for that airport; or at least 1,500 feet above the lowest published instrument approach minimum or 2,000 feet above the airport elevation, whichever is greater; and the visibility at that airport was at least 3 miles, or 2 miles more than the lowest applicable visibility minimums, whichever is greater, for the instrument approach procedures to be used at the destination airport or as prescribed in 14 CFR Part 121.621(a)(2), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.621(a); 121.621(a)(1); 121.621(a)(1)(i); 121.621(a)(1)(ii); 121.621(a)(1)(iii); 121.621(a)(2)</p> <p>15. Check at the records repository that no person dispatched an airplane over the top unless he listed at least one alternate airport for each destination airport in the dispatch release, unless the flight was scheduled for not more than 6 hours and, for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling was: at least 1,500 feet above the lowest circling MDA, if a circling approach is required and authorized for that airport; or at least 1,500 feet above the lowest published instrument approach minimum or 2,000 feet above the airport elevation, whichever is greater; and the visibility at that airport was at least 3 miles, or 2 miles more than the lowest applicable visibility minimums, whichever is greater, for the instrument approach procedures to be used at the destination airport or as prescribed in 14 CFR Part 121.621(a)(2), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.621(a); 121.621(a)(1); 121.621(a)(1)(i); 121.621(a)(1)(ii); 121.621(a)(1)(iii); 121.621(a)(2)</p> <p>16. Check at the records repository that a flight was dispatched over an approved route without an available destination alternate airport provided the route and destination, were specifically approved in the Operations Specifications and the airplane had enough fuel to meet the requirements of 14 CFR Part 121.641(b) or 14 CFR Part 121.645(c).</p> <p><i>Sources:</i> 121.621(a)(2)</p> <p>17. Check at the records repository that the weather conditions at the alternate airport met the requirements of the Certificate Holder's operations specifications for the purposes of 14 CFR Part 121.621(a), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.621(b)</p> <p>18. Check at the records repository that no person dispatched a flight, unless he listed each required alternate airport in the dispatch release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.621(c)</p> <p>19. Check at the records repository that each person that released an aircraft for operation under IFR listed at least one alternate airport for each destination airport in the flight release, except as provided in</p>	
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	<p>paragraph 14 CFR Part 121.623(b), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(a)</p> <p>20. Check at the records repository that each person that released an aircraft for operation over the top listed at least one alternate airport for each destination airport in the flight release, except as provided in paragraph 14 CFR Part 121.623(b), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(a)</p> <p>21. Check at the records repository that an alternate airport was not designated for IFR operations where the aircraft carried enough fuel to meet the requirements of 14 CFR Part 121.643 and 14 CFR Part 121.645 for flights outside the 48 contiguous States and the District of Columbia over routes without an available alternate airport for a particular airport of destination, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(b)</p> <p>22. Check at the records repository that an alternate airport was not designated for over the top operations where the aircraft carried enough fuel to meet the requirements of 14 CFR Part 121.643 and 14 CFR Part 121.645 for flights outside the 48 contiguous States and the District of Columbia over routes without an available alternate airport for a particular airport of destination, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(b)</p> <p>23. Check at the records repository that the weather conditions at the alternate airport met the requirements of the Certificate Holder's operations specifications for the purposes of 14 CFR Part 121.623(a), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(c)</p> <p>24. Check at the records repository that no person released a flight, unless he listed each required alternate airport in the flight release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.623(d)</p> <p>25. Check at the records repository that no person listed an airport as an alternate airport in the dispatch release unless the appropriate weather reports or forecasts, or any combination thereof, indicated that the weather conditions were at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrived, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.625</p> <p>26. Check at the records repository that no person listed an airport as an alternate airport in the flight release unless the appropriate weather reports or forecasts, or any combination thereof, indicated that the weather conditions were at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrived, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.625</p> <p>27. Check at the records repository that the Certificate Holder specified any regular airport, authorized for the type of aircraft, as a destination for the purpose of original dispatch, in accordance with the Certificate Holder design.</p>	
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	<p><i>Sources:</i> 121.631(a)</p> <p>28. Check at the records repository that the Certificate Holder specified any regular airport, authorized for the type of aircraft, as a destination for the purpose of original release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(a)</p> <p>29. Check at the records repository that the Certificate Holder specified any provisional airport, authorized for the type of aircraft, as a destination for the purpose of original dispatch, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(a)</p> <p>30. Check at the records repository that the Certificate Holder specified any provisional airport, authorized for the type of aircraft, as a destination for the purpose of original release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(a)</p> <p>31. Check at the records repository that the Certificate Holder specified any refueling airport, authorized for the type of aircraft, as a destination for the purpose of original dispatch, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(a)</p> <p>32. Check at the records repository that the Certificate Holder specified any refueling airport, authorized for the type of aircraft, as a destination for the purpose of original release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(a)</p> <p>33. Check at the air carrier's dispatch center that no person will allow a flight to continue to an airport to which it has been dispatched unless the weather conditions at an alternate airport that was specified in the dispatch 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, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(b)</p> <p>34. Check at the air carrier specified location that no person will allow a flight to continue to an airport to which it has been released unless the weather conditions at an alternate airport that was specified in the 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, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(b)</p> <p>35. Check at the records repository that when the dispatch release was amended enroute to include any alternate airport, that the alternate airport must have been within the fuel range of the aircraft as specified in 14 CFR Part 121.639 through 14 CFR Part 121.647, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(b)</p> <p>36. Check at the records repository that when the flight release was amended enroute to include any alternate airport, that the alternate airport must have been within the fuel range of the aircraft as specified in 14 CFR Part 121.639 through 14 CFR Part 121.647, in accordance with the Certificate Holder design.</p>	
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	<p><i>Sources:</i> 121.631(b)</p> <p>37. Check at the records repository that no person changed an original destination airport that was specified in the original dispatch release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of redispach, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>38. Check at the records repository that no person changed an original alternate airport that was specified in the original dispatch release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of redispach, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>39. Check at the records repository that no person changed an original destination airport that was specified in the original dispatch release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of amendment of the dispatch release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>40. Check at the records repository that no person changed an original alternate airport that was specified in the original dispatch release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of amendment of the dispatch release, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>41. Check at the records repository that no person changed an original destination airport that was specified in the original flight release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of redispach (rerelease), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>42. Check at the records repository that no person changed an original alternate airport that was specified in the original flight release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of redispach (rerelease), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.631(c)</p> <p>43. Check at the records repository that no person changed an original destination airport that was specified in the original flight release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of amendment of the flight release, in</p>	
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	<p>accordance with the Certificate Holder design. Sources: 121.631(c)</p> <p>44. Check at the records repository that no person changed an original alternate airport that was specified in the original flight release, to another airport while the aircraft is enroute, unless the other airport was authorized for that type of aircraft, and the appropriate requirements of 14 CFR Part 121.593 through 14 CFR Part 121.661 and 14 CFR Part 121.173 were met at the time of amendment of the flight release, in accordance with the Certificate Holder design. Sources: 121.631(c)</p> <p>45. Check at the records repository that each person who amended a dispatch release enroute, recorded that amendment, in accordance with the Certificate Holder design. Sources: 121.631(c)</p> <p>46. Check at the records repository that each person who amended a flight release enroute, recorded that amendment, in accordance with the Certificate Holder design. Sources: 121.631(d)</p>	
1.9.	<p>Did the certificate holder dispatch to and from refueling and provisional airports in compliance with regulations for domestic and flag operations? <i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that no person dispatched an airplane to a refueling airport except in accordance with the requirements of 14 CFR Part 121 applicable to dispatch from regular airports, in accordance with the Certificate Holder design. Sources: 121.635</p> <p>2. Check at the air carrier's dispatch center that the refueling airports used for dispatch, met the requirements of 14 CFR Part 121 applicable to regular airports, in accordance with the Certificate Holder design. Sources: 121.635</p> <p>3. Check at the records repository that no person dispatched an airplane to a provisional airport except in accordance with the requirements of 14 CFR Part 121 applicable to dispatch from regular airports, in accordance with the Certificate Holder design. Sources: 121.635</p> <p>4. Check at the air carrier's dispatch center that the provisional airports used for dispatch, met the requirements of 14 CFR Part 121 applicable to regular airports. Sources: 121.635</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.10.	<p>Were all takeoffs from unlisted and alternate airports accomplished in compliance with regulations for domestic and flag operations? <i>Related Performance JTIs:</i></p> <p>1. Check at the aircraft cockpit that no pilot takes off an airplane from an airport that is not listed in the operations specifications unless the airport and related facilities are adequate for the operation of the airplane, in accordance with the Certificate Holder design. Sources: 121.637(a)(1)</p> <p>2. Check at the aircraft cockpit that no pilot takes off an airplane from an airport that is not listed in the operations specifications unless he</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>complies with the applicable airplane operating limitations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(2)</p> <p>3. Check at the aircraft cockpit that no pilot takes off an airplane from an airport that is not listed in the operations specifications unless the airplane is dispatched according to dispatching rules applicable to operation from an approved airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(3)</p> <p>4. Check at the aircraft cockpit that no pilot takes off an airplane from an airport in the United States, that is not listed in the operations specifications, unless the weather conditions at that airport are equal to or better than the weather minimums prescribed for takeoff in Part 97 of 14 CFR, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(4)(i)</p> <p>5. Check at the aircraft cockpit that no pilot takes off an airplane from an airport in the United States, that is not listed in the operations specifications, and where minimums are not prescribed for the airport, unless the weather conditions are equal to or better than, 800 - 2, 900 - 1 1/2, or 1,000 - 1, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(4)(i)</p> <p>6. Check at the aircraft cockpit that no pilot takes off an airplane from an airport outside the United States, that is not listed in the operations specifications unless the weather conditions at that airport are equal to or better than the weather minimums prescribed for take off or approved by the government of the country in which the airport is located, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(4)(ii)</p> <p>7. Check at the aircraft cockpit that no pilot takes off an airplane from an airport outside the United States, that is not listed in the operations specifications, and where minimums are not prescribed or approved, unless the weather conditions are equal to or better than, 800 - 2, 900 - 1 1/2, or 1,000 - 1, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(a)(4)(ii)</p> <p>8. Check at the aircraft cockpit that no pilot takes off from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the Certificate Holder's operations specifications for alternate airports, in accordance with the Certificate Holder design. <i>Sources:</i> 121.637(b)</p>	
1.11.	<p>Were all aircraft dispatched or released with an adequate fuel supply? <i>Related Performance JTIs:</i></p> <p>1. Check at the records repository that no person dispatched an airplane unless it had enough fuel to fly to the airport to which it is dispatched thereafter, to fly to and land at the most distant alternate airport (where required) for the airport to which dispatched; and thereafter, to fly for 45 minutes at normal cruising fuel consumption, or for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operation, in accordance with the Certificate Holder design. <i>Sources:</i> 121.639(a); 121.639(b); 121.639(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>2. Check at the aircraft cockpit that no person takes off an airplane unless it has enough fuel to fly to the airport to which it is dispatched thereafter, to fly to and land at the most distant alternate airport (where required) for the airport to which dispatched; and thereafter, to fly for 45 minutes at normal cruising fuel consumption, or for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.639(a); 121.639(b); 121.639(c)</p> <p>3. Check at the records repository that no person dispatched, a nonturbine or turbopropeller powered airplane unless, considering the wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it is dispatched; thereafter, to fly to and land at the most distant alternate airport specified in the dispatch release; and thereafter, to fly for 30 minutes plus 15 percent of the total time required to fly at normal cruising fuel consumption to the airports specified in paragraphs (a) (1) and (2) of 14 CFR Part 121.641, or to fly for 90 minutes at normal cruising fuel consumption, whichever is less, in accordance with the Certificate Holder design. <i>Sources:</i> 121.641(a); 121.641(a)(1); 121.641(a)(2); 121.641(a)(3)</p> <p>4. Check at the aircraft cockpit that no person takes off, a nonturbine or turbopropeller powered airplane unless, considering the wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is dispatched; thereafter, to fly to and land at the most distant alternate airport specified in the dispatch release; and thereafter, to fly for 30 minutes plus 15 percent of the total time required to fly at normal cruising fuel consumption to the airports specified in paragraphs (a) (1) and (2) of 14 CFR Part 121.641, or to fly for 90 minutes at normal cruising fuel consumption, whichever is less, in accordance with the Certificate Holder design. <i>Sources:</i> 121.641(a); 121.641(a)(1); 121.641(a)(2); 121.641(a)(3)</p> <p>5. Check at the records repository that no person dispatched under flag operations, a nonturbine or turbopropeller powered airplane to an airport for which an alternate was not specified under 14 CFR Part 121.621(a)(2), unless it had enough fuel, considering wind and forecast weather conditions, to fly to that airport and thereafter to fly for three hours at normal cruising fuel consumption, in accordance with the Certificate Holder design. <i>Sources:</i> 121.641(b)</p> <p>6. Check at the records repository that no person released for flight, except as provided in paragraph (b) of 14 CFR Part 121.643, a nonturbine or turbopropeller powered airplane unless, considering the wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it is released; thereafter, to fly to and land at the most distant alternate airport specified in the flight release; and thereafter, to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.643(a); 121.643(a)(1); 121.643(a)(2); 121.643(a)(3)</p> <p>7. Check at the aircraft cockpit that no person takes off, except as provided in paragraph (b) of 14 CFR 121.643, a nonturbine or turbopropeller</p>	
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	<p>powered airplane unless, considering the wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released; thereafter, to fly to and land at the most distant alternate airport specified in the flight release; and thereafter, to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.643(a); 121.643(a)(1); 121.643(a)(2); 121.643(a)(3)</p> <p>8. Check at the records repository that if the airplane was released for any flight other than from one point in the contiguous United States to another point in the contiguous United States, it carried enough fuel to meet the requirements of paragraphs (a) (1) and (2) of 14 CFR Part 121.643 and thereafter fly for 30 minutes plus 15 percent of the total time required to fly at normal cruising fuel consumption to the airports specified in paragraphs (a) (1) and (2) 14 CFR Part 121.643, or to fly for 90 minutes at normal cruising fuel consumption, whichever is less, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.643(b)</p> <p>9. Check at the records repository that no person released a nonturbine or turbopropeller powered airplane to an airport for which an alternate was not specified under 14 CFR Part 121.623(b), unless it had enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for three hours at normal cruising fuel consumption, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.643(c)</p> <p>10. Check at the records repository that fuel requirements under 14 CFR Part 121.639 for flag operations within the 48 contiguous United States and the District of Columbia, were met, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.645(a)</p> <p>11. Check at the records repository that no person released for flight a turbine engine powered airplane (other than a turbopropeller powered airplane) unless authorized by the Administrator, outside the 48 contiguous United States and the District of Columbia unless, considering wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it is released; after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.645(b); 121.645(b)(1); 121.645(b)(2); 121.645(b)(3); 121.645(b)(4)</p> <p>12. Check at the records repository that no person released for flight a turbine engine powered airplane (other than a turbopropeller powered airplane) unless authorized by the Administrator, outside the 48 contiguous United States and the District of Columbia unless, considering wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it is released; after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; after</p>	
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	<p>that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(b); 121.645(b)(1); 121.645(b)(2); 121.645(b)(3); 121.645(b)(4)</p> <p>13. Check at the aircraft cockpit that no person takes off a turbine engine powered airplane (other than a turbopropeller powered airplane) unless authorized by the Administrator, outside the 48 contiguous United States and the District of Columbia unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released; after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(b); 121.645(b)(1); 121.645(b)(2); 121.645(b)(3); 121.645(b)(4)</p> <p>14. Check at the aircraft cockpit that no person takes off a turbine engine powered airplane (other than a turbopropeller powered airplane) unless authorized by the Administrator, outside the 48 contiguous United States and the District of Columbia unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released; after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(b); 121.645(b)(1); 121.645(b)(2); 121.645(b)(3); 121.645(b)(4)</p> <p>15. Check at the records repository that no person released a turbine engine powered airplane (other than a turbopropeller airplane) to an airport for which an alternate was not specified under 14 CFR Part 121.621(a)(2) or 121.623(b) unless it had enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for at least two hours at normal cruising fuel consumption, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(c)</p> <p>16. Check at the air carrier specified location, that more fuel than the minimums stated in 14 CFR Part 121.645 paragraph (a) or (b), were carried as necessary in the interest of safety, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(d)</p> <p>17. Check at the records repository that within the 48 contiguous States and the District of Columbia a turbine engine powered airplane carried the fuel requirements of 14 CFR Part 121.643, in accordance with the Certificate Holder design. <i>Sources:</i> 121.645(e)</p>	
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	<p>18. Check at the air carrier specified location that each person computing fuel required is considering wind and other weather conditions forecast. For the purposes of this section, required fuel is in addition to unusable fuel, in accordance with the Certificate Holder design. <i>Sources: 121.647(a)</i></p> <p>19. Check at the air carrier specified location that each person computing fuel required is considering anticipated traffic delays, in accordance with the Certificate Holder design. Required fuel is in addition to unusable fuel. <i>Sources: 121.647(b)</i></p> <p>20. Check at the air carrier specified location that each person computing fuel required is considering one instrument approach and possible missed approach at the destination, in accordance with the Certificate Holder design. Required fuel is in addition to unusable fuel. <i>Sources: 121.647(c)</i></p> <p>21. Check at the air carrier specified location that each person computing fuel required is considering any other conditions that may delay landing, in accordance with the Certificate Holder design. Required fuel is in addition to unusable fuel. <i>Sources: 121.647(d)</i></p>	
1.12.	<p>Did the certificate holder comply with regulations for takeoff and landing weather for VFR and IFR operations? <i>Related Performance JTIs:</i></p> <p>1. Check at the aircraft cockpit that no pilot takes off an airplane under domestic day VFR operations when the reported ceiling or visibility is less than 1,000 foot ceiling and one mile visibility, except as provided in 14 CFR Part 121.649(b), regardless of any clearance from ATC, in accordance with the Certificate Holder design. <i>Sources: 121.649(a)(1)</i></p> <p>2. Check at the aircraft cockpit that no pilot lands an airplane under domestic day VFR operations when the reported ceiling or visibility is less than 1,000 foot ceiling and one mile visibility, except as provided in 14 CFR Part 121.649(b) of this section, regardless of any clearance from ATC, in accordance with the Certificate Holder design. <i>Sources: 121.649(a)(1)</i></p> <p>3. Check at the aircraft cockpit that no pilot takes off an airplane under domestic night VFR operations when the reported ceiling or visibility is less 1,000 foot ceiling and two mile visibility, except as provided in 14 CFR Part 121.649(b) of this section, regardless of any clearance from ATC, in accordance with the Certificate Holder design. <i>Sources: 121.649(a)(2)</i></p> <p>4. Check at the aircraft cockpit that no pilot lands an airplane under domestic night VFR operations when the reported ceiling or visibility is less 1,000 foot ceiling and two mile visibility, except as provided in 14 CFR Part 121.649(b) of this section, regardless of any clearance from ATC, in accordance with the Certificate Holder design. <i>Sources: 121.649(a)(2)</i></p> <p>5. Check at the aircraft cockpit, where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand), the visibility for day VFR may be reduced to 1/2 mile, 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</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>restriction, in accordance with the Certificate Holder design. <i>Sources:</i> 121.649(b)</p> <p>6. Check at the aircraft cockpit, where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand), the visibility for night VFR may be reduced to 1/2 mile, 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, in accordance with the Certificate Holder design. <i>Sources:</i> 121.649(b)</p> <p>7. Check at the air carrier specified location that the basic VFR weather minimums of 14 CFR Part 91.155 are applied at those locations where the special weather minimums of 14 CFR Part 91.157 (See part 91, appendix D, section 3) are not applicable to the operation of fixed wing aircraft, in accordance with the Certificate Holder design. <i>Sources:</i> 121.649(c)</p> <p>8. Check at the aircraft cockpit that, no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by the U.S. National Weather Service, are less than those specified in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)</p> <p>9. Check at the aircraft cockpit that no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by a source approved by the U. S. National Weather Service, are less than those specified in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)</p> <p>10. Check at the aircraft cockpit that no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by a source approved by the Administrator, are less than those specified in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)</p> <p>11. Check at the aircraft cockpit that no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by the U.S. National Weather Service, are less than those specified in 14 CFR Parts 91 and 97, if the Certificate Holder's operations specifications do not specify takeoff minimums for the airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)(2)</p> <p>12. Check at the aircraft cockpit that no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by a source approved by the U. S. National Weather Service, are less than those specified in 14 CFR Parts 91 and 97, if the Certificate Holder's operations specifications do not specify takeoff minimums for the airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)(2)</p> <p>13. Check at the aircraft cockpit that no pilot begins a takeoff in an airplane under IFR when the weather conditions reported by a source approved by the Administrator, are less than those specified in 14 CFR Part 91 and 97, if the Certificate Holder's operations specifications do not specify takeoff minimums for the airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(a)(2)</p>	
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	<p>14. Check at the aircraft cockpit that each pilot making an IFR takeoff at a foreign airport complies with the applicable instrument approach procedures prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(f)</p> <p>15. Check at the aircraft cockpit that each pilot making an approach at a foreign airport complies with the applicable instrument approach procedures prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(f)</p> <p>16. Check at the aircraft cockpit that each pilot making an IFR landing at a foreign airport complies with the applicable instrument approach procedures prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications. <i>Sources:</i> 121.651(f)</p> <p>17. Check at the aircraft cockpit that each pilot making an IFR takeoff at a foreign airport complies with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(f)</p> <p>18. Check at the aircraft cockpit that each pilot making an IFR approach at a foreign airport complies with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(f)</p> <p>19. Check at the aircraft cockpit that each pilot making an IFR landing at a foreign airport complies with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications, in accordance with the Certificate Holder design. <i>Sources:</i> 121.651(f)</p> <p>20. Check at the air carrier specified location that the MDA (minimum descent altitude) landing minimums in the operations specification for regular airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design. <i>Sources:</i> 121.652(a)</p> <p>21. Check at the air carrier specified location that the MDA landing minimums in the operations specification for provisional airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design. <i>Sources:</i> 121.652(a)</p> <p>22. Check at the air carrier specified location that the MDA landing minimums in the operations specification for refueling airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in</p>	
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	<p>the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>23. Check at the air carrier specified location that the DH (decision height) landing minimums in the operations specification for regular airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>24. Check at the air carrier specified location that the DH landing minimums in the operations specification for provisional airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under this part in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>25. Check at the air carrier specified location that the DH landing minimums in the operations specification for refueling airports, are increased by 100 feet, for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>26. Check at the air carrier specified location that the visibility landing minimums in the operations specification for regular airports, are increased by one-half mile (or the RVR equivalent), for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>27. Check at the air carrier specified location that the visibility landing minimums in the operations specification for provisional airports, are increased by one-half mile (or the RVR equivalent), for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>28. Check at the air carrier specified location that the visibility landing minimums in the operations specification for refueling airports, are increased by one-half mile (or the RVR equivalent), for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating.</p> <p><i>Sources:</i> 121.652(a)</p> <p>29. Check at the air carrier specified location that the MDA minimum for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>30. Check at the air carrier specified location that the DH minimum for each pilot in command, if he has not served 100 hours as pilot in command in</p>	
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	<p>operations under 14 CFR Part 121 in the type of airplane he is operating, need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>31. Check at the air carrier specified location that the visibility minimum for each pilot in command, if he has not served 100 hours as pilot in command in operations under 14 CFR Part 121 in the type of airplane he is operating, need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(a)</p> <p>32. Check at the records repository that the 100 hours of pilot in command experience required by paragraph (a) of 14 CFR Part 121.652 may be reduced (not to exceed 50 percent) by substituting one landing in operations under 14 CFR Part 121 in the type of airplane for 1 required hour of pilot in command experience, if the pilot has at least 100 hours as pilot in command of another type airplane in operations under part 121, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(b)</p> <p>33. Check at the records repository that category II minimums and the sliding scale when authorized in the Certificate Holder's operations specifications, were not applied until the pilot in command subject to paragraph (a) of 14 CFR Part 121.652 met the requirements of that paragraph in the type of airplane he is operating, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.652(c)</p> <p>34. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for VFR takeoffs on all runways of an airport the latest weather report, including an oral report from the control tower, if this report contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, then that specified value controls for VFR takeoffs for that runway, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.655</p> <p>35. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for IFR takeoffs on all runways of an airport the latest weather report, including an oral report from the control tower, if this report contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, then that specified value controls for IFR takeoffs for that runway, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.655</p> <p>36. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for VFR landings on all runways of an airport the latest weather report, including an oral report from the control tower, if the report contains a visibility value specified as runway visibility or runway</p>	
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	<p>visual range for a particular runway of an airport, then that specified value controls for VFR landings for that runway, in accordance with the Certificate Holder design. <i>Sources:</i> 121.655</p> <p>37. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for IFR landings on all runways of an airport the latest weather report, including an oral report from the control tower, if the report contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, then that specified value controls for IFR landings for that runway, in accordance with the Certificate Holder design. <i>Sources:</i> 121.655</p> <p>38. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for VFR instrument approach procedures on all runways of an airport unless the latest weather report, including an oral report from the control tower, if the report contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, then that specified value controls for VFR straight-in instrument approaches for that runway, in accordance with the Certificate Holder design. <i>Sources:</i> 121.655</p> <p>39. Check at the air carrier specified location when conducting operations under 14 CFR Part 121.649 through 14 CFR Part 121.653, that specify the ceiling and visibility values in the main body of the latest weather report control for IFR instrument approach procedures on all runways of an airport unless the latest weather report, including an oral report from the control tower, if the report contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, then that specified value controls for IFR straight-in instrument approaches for that runway, in accordance with the Certificate Holder design. <i>Sources:</i> 121.655</p>	
<p>1.13.</p>	<p>Did the certificate holder comply with the dispatch release responsibility for domestic and flag operations? <i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the records repository that a dispatch release was prepared for each flight between specified points, based on information furnished by an authorized aircraft dispatcher, in accordance with the Certificate Holder design. <i>Sources:</i> 121.663 2. Check at the records repository that the pilot in command and an authorized aircraft dispatcher signed the dispatch release only if they both believe that the flight could be made with safety, in accordance with the Certificate Holder design. <i>Sources:</i> 121.663 3. Check at the air carrier's dispatch center that the aircraft dispatcher may delegate authority to sign a dispatch release for a particular flight, but he may not delegate his authority to dispatch, in accordance with the Certificate Holder design. 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

	<i>Sources:</i> 121.663	
1.14.	<p>Did the dispatch/flight release form contain the required information?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the records repository that the dispatch release contained at least the following information concerning each flight: identification number of the aircraft, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(1) 2. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: identification number of the aircraft, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(1) 3. Check at the records repository that the dispatch release contained at least the following information concerning each flight: the trip number, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(2) 4. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: the trip number, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(2) 5. Check at the records repository that the dispatch release contained at least the following information concerning each flight: departure airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 6. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: departure airport, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 7. Check at the records repository that the dispatch release contained at least the following information concerning each flight: intermediate stops, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 8. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: intermediate stops, in accordance with the Certificate Holder design <i>Sources:</i> 121.687(a)(3) 9. Check at the records repository that the dispatch release contained at least the following information concerning each flight: destination airports in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 10. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: destination airports in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 11. Check at the records repository that the dispatch release contained at least the following information concerning each flight: alternate airports, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(a)(3) 12. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: alternate airports, in accordance with the Certificate Holder design. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources:</i> 121.687(a)(3)</p> <p>13. Check at the records repository that the dispatch release contained at least the following information concerning each flight: a statement of the type of operation (e.g., IFR, VFR), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(a)(4)</p> <p>14. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: a statement of the type of operation (e.g., IFR, VFR), in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(a)(4)</p> <p>15. Check at the records repository that the dispatch release contained at least the following information concerning each flight: minimum fuel supply, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(a)(5)</p> <p>16. Check at the aircraft cockpit that the dispatch release contains at least the following information concerning each flight: minimum fuel supply, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(a)(5)</p> <p>17. Check at the records repository that the dispatch release contained, or had attached to it, weather reports, available weather forecasts, or a combination thereof, for the destination airport that were the latest available at the time the release was signed by the pilot in command and dispatcher, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(b)</p> <p>18. Check at the aircraft cockpit that the dispatch release contains, or has attached to it, weather reports, available weather forecasts, or a combination thereof, for the destination airport that are the latest available at the time the release is signed by the pilot in command and dispatcher, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(b)</p> <p>19. Check at the records repository that the dispatch release contained, or had attached to it, weather reports, available weather forecasts, or a combination thereof, for intermediate airports that were the latest available at the time the release was signed by the pilot in command and dispatcher, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(b)</p> <p>20. Check at the aircraft cockpit that the dispatch release contains, or has attached to it, weather reports, available weather forecasts, or a combination thereof, for intermediate airports that are the latest available at the time the release is signed by the pilot in command and dispatcher, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(b)</p> <p>21. Check at the records repository that the dispatch release contained, or had attached to it, weather reports, available weather forecasts, or a combination thereof, for alternate airports that were the latest available at the time the release was signed by the pilot in command and dispatcher, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.687(b)</p> <p>22. Check at the aircraft cockpit that the dispatch release contains, or has attached to it, weather reports, available weather forecasts, or a combination thereof, for alternate airports that are the latest available at the time the release is signed by the pilot in command and dispatcher, in</p>	
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	<p>accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
23.	<p>Check at the records repository that the dispatch release included any additional available weather reports that the pilot in command considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
24.	<p>Check at the aircraft cockpit that the dispatch release includes any additional available weather reports that the pilot in command considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
25.	<p>Check at the records repository that the dispatch release included any additional available weather reports that the aircraft dispatcher considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
26.	<p>Check at the aircraft cockpit that the dispatch release includes any additional available weather reports that the aircraft dispatcher considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
27.	<p>Check at the records repository that the dispatch release included any additional available weather forecasts that the pilot in command considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
28.	<p>Check at the aircraft cockpit that the dispatch release includes any additional available weather forecasts that the pilot in command considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
29.	<p>Check at the records repository that the dispatch release included any additional available weather forecasts that the aircraft dispatcher considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
30.	<p>Check at the aircraft cockpit that the dispatch release includes any additional available weather forecasts that the aircraft dispatcher considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.687(b)</p>	
31.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: company or organization name, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(1)</p>	
32.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: company or organization name, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(1)</p>	
33.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: make, model, and</p>	

	<p>registration number of the aircraft being used, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(2)</p>	
34.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: make, model, and registration number of the aircraft being used, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(2)</p>	
35.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: flight or trip number, and date of flight, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(3)</p>	
36.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: flight or trip number, and date of flight, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(3)</p>	
37.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: name of each flight crewmember, flight attendant, and pilot designated as pilot in command, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(4)</p>	
38.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: name of each flight crewmember, flight attendant, and pilot designated as pilot in command, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(4)</p>	
39.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: departure airport, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(5)</p>	
40.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: departure airport, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(5)</p>	
41.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: destination airports, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(5)</p>	
42.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: destination airports, in accordance with the Certificate Holder design.</p> <p><i>Sources:</i> 121.689(a)(5)</p>	
43.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the</p>	

	<p>following information concerning each flight: alternate airports, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(5)</p>	
44.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: alternate airports, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(5)</p>	
45.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: route of flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(5)</p>	
46.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: route of flight, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(5)</p>	
47.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: minimum fuel supply (in gallons or pounds), in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(6)</p>	
48.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: minimum fuel supply (in gallons or pounds), in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(6)</p>	
49.	<p>Check at the records repository that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contained at least the following information concerning each flight: a statement of the type of operation (e.g., IFR, VFR), in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(7)</p>	
50.	<p>Check at the aircraft cockpit that, except as provided in paragraph (c) of 14 CFR Part 121.689, the flight release contains at least the following information concerning each flight: a statement of the type of operation (e.g., IFR, VFR), in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(a)(7)</p>	
51.	<p>Check at the records repository that the flight release contained, or had attached to it, weather reports, available weather forecasts, or a combination thereof, for the destination airport that were the latest available at the time the release is signed, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p>	
52.	<p>Check at the aircraft cockpit that the flight release contains, or has attached to it, weather reports, available weather forecasts, or a combination thereof, for the destination airport that are the latest available at the time the release is signed, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p>	
53.	<p>Check at the records repository that the flight release contained, or had attached to it, weather reports, available weather forecasts, or a</p>	

	<p>combination thereof, for the alternate airports, that were the latest available at the time the release is signed, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>54. Check at the aircraft cockpit that the flight release contains, or has attached to it, weather reports, available weather forecasts, or a combination thereof, for the alternate airports, that are the latest available at the time the release is signed, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>55. Check at the records repository that the flight release included any additional available weather reports that the pilot in command considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>56. Check at the aircraft cockpit that the flight release includes any additional available weather reports that the pilot in command considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>57. Check at the records repository that the flight release included any additional available weather forecasts that the pilot in command considered necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>58. Check at the aircraft cockpit that the flight release includes any additional available weather forecasts that the pilot in command considers necessary or desirable, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(b)</p> <p>59. Check at the records repository that while conducting domestic operations under the rules of 14 CFR Part 121 applicable to supplemental operations, the air carrier complied with the dispatch or flight release forms required for scheduled operations under this subpart, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(c)</p> <p>60. Check at the records repository that while conducting flag operations under the rules of 14 CFR Part 121 applicable to supplemental operations, the air carrier complied with the dispatch or flight release forms required for scheduled operations under this subpart, in accordance with the Certificate Holder design. <i>Sources:</i> 121.689(c)</p>	
<p>1.15.</p>	<p>Did the certificate holder dispose of the load manifest, dispatch/flight release, and flight plan properly? <i>Related Performance JTIs:</i></p> <p>1. Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination a copy of the completed load manifest (or information from it, except information concerning cargo and passenger distribution), in accordance with the Certificate Holder design. <i>Sources:</i> 121.695(a)(1)</p> <p>2. Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination a copy of the dispatch release, in accordance</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

	<p>with the Certificate Holder design. <i>Sources:</i> 121.695(a)(2)</p>	
3.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination a copy of the flight plan, in accordance with the Certificate Holder design. <i>Sources:</i> 121.695(a)(3)</p>	
4.	<p>Check at the records repository that the air carrier kept copies of the records required in 14 CFR Part 121 for at least three months, in accordance with the Certificate Holder design. <i>Sources:</i> 121.695(b)</p>	
5.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination the original or a signed copy of the load manifest, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(a)(1)</p>	
6.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination the original or a signed copy of the flight release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(a)(2)</p>	
7.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination the original or a signed copy of the airworthiness release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(a)(3)</p>	
8.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination the original or a signed copy of the pilot route certification, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(a)(4)</p>	
9.	<p>Check at the aircraft cockpit that the pilot in command carries in the airplane to its destination the original or a signed copy of the pilot flight plan, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(a)(5)</p>	
10.	<p>Check at the records repository that if a flight originated at the Certificate Holder's principal base of operations, it retained at that base a signed copy of the load manifest, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(b)</p>	
11.	<p>Check at the records repository that if a flight originated at the Certificate Holder's principal base of operations, it retained at that base a signed copy of the flight release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(b)</p>	
12.	<p>Check at the records repository that if a flight originated at the Certificate Holder's principal base of operations, it retained at that base a signed copy of the airworthiness release, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(b)</p>	
13.	<p>Check at the records repository that if a flight originated at the Certificate Holder's principal base of operations, it retained at that base a signed copy of the pilot route certification, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(b)</p>	
14.	<p>Check at the records repository that if a flight originated at the Certificate Holder's principal base of operations, it retained at that base a signed</p>	

	<p>copy of the flight plan, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(b)</p> <p>15. Check at the records repository, except as provided in paragraph (d) of 14 CFR Part 121.697, that if a flight originates at a place other than the principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder), before or immediately after departure of the flight, mailed a signed copy of the load manifest, to the principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(c)</p> <p>16. Check at the records repository, except as provided in paragraph (d) of 14 CFR Part 121.697, that if a flight originates at a place other than the principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder), before or immediately after departure of the flight, mailed a signed copy of the flight release, to the principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(c)</p> <p>17. Check at the records repository, except as provided in paragraph (d) of 14 CFR Part 121.697, that if a flight originates at a place other than the principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder), before or immediately after departure of the flight, mailed a signed copy of the airworthiness release, to the principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(c)</p> <p>18. Check at the records repository, except as provided in paragraph (d) of 14 CFR Part 121.697, that if a flight originates at a place other than the principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder), before or immediately after departure of the flight, mailed a signed copy of the pilot route certification, to the principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(c)</p> <p>19. Check at the records repository, except as provided in paragraph (d) of 14 CFR Part 121.697, that if a flight originates at a place other than the principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder), before or immediately after departure of the flight, mailed a signed copy of the flight plan, to the principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(c)</p> <p>20. Check at the records repository if a flight originated at a place other than the principal base of operations, and there is at that place a person to manage the flight departure for the Certificate Holder who does not himself or herself depart on the airplane, signed copies of the documents listed in paragraph (a) of 14 CFR Part 121.697 were retained at that place for not more than 30 days before being sent to the Certificate Holder's principal base of operations, in accordance with the Certificate Holder design. <i>Sources:</i> 121.697(d)</p> <p>21. Check at the records repository that the documents listed in 14 CFR Part 121.697(a) for a particular flight were not retained at that place or sent to the principal base of operations, if the originals or other copies of them were previously returned to the principal base of operations, in</p>	
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	<p>accordance with the Certificate Holder design. Sources: 121.697(d)</p> <p>22. Check at the air carrier specified location that it identified in its operations manual the person having custody of the copies of documents retained in accordance with paragraph (d) of 14 CFR Part 121.697, in accordance with the Certificate Holder design. Sources: 121.697(e)(1)</p> <p>23. Check at the records repository that it retained at its principal base of operations either an original or a copy of the records required by 14 CFR Part 121.697 for at least three months, in accordance with the Certificate Holder design. Sources: 121.697(e)(2)</p>	
1.16.	<p>Did the certificate holder have effective operational control? <i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier's specified location that it is using the approved flight following system established in accordance with FAR 121 Subpart U "Dispatching and Flight Release Rules", in accordance with the Certificate Holder's design. Sources: 121.125(a)(1)</p> <p>2. Check at the air carrier's specified location that the approved flight following system demonstrates proper monitoring of each flight considering the operations to be conducted, in accordance with the Certificate Holder's design. Sources: 121.125(a)(1)</p> <p>3. Check at the air carrier's specified location that it is utilizing the flight following system authorized in the operations specifications. Sources: 121.125(d)</p> <p>4. Check at the air carrier's dispatch center that the aircraft dispatchers are monitoring the progress of each flight, in accordance with the Certificate Holder's design. Sources: 121.533(c)(1)</p> <p>5. Check at the air carrier's specified location that only authorized personnel are exercising operational control, in accordance with the Certificate Holder's design. Sources: 121.537(a)</p> <p>6. Check at the aircraft cockpit that no pilot in command allows a flight to continue toward any airport to which it has been dispatched if, in the opinion of the pilot in command, the flight cannot be completed safely; unless, in the opinion of the pilot in command, there is no safer procedure, in accordance with the Certificate Holder design. Sources: 121.627(a)</p> <p>7. Check at the air carrier's dispatch center that no pilot in command allows a flight to continue toward any airport to which it has been dispatched if, in the opinion of the dispatcher, the flight cannot be completed safely; unless, in the opinion of the pilot in command, there is no safer procedure, in accordance with the Certificate Holder design. Sources: 121.627(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.17.	<p>Were the requirements for operations outside the contiguous United States and extended overwater operations met for flag or supplemental operators?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the records repository, for operations within the State of Alaska, the air carrier only conducted extended overwater operations under IFR, unless it showed the Administrator that operating under IFR was not necessary for safety, in accordance with the Certificate Holder design. <i>Sources:</i> 121.615(b) 2. Check at the records repository, for operations within the State of Alaska, the air carrier only conducted other overwater operations under IFR, if the Administrator has determined that operations under IFR were necessary for safety, in accordance with the Certificate Holder design. <i>Sources:</i> 121.615(c) 3. Check at the air carrier's dispatch center that it is conducting extended overwater operations under VFR in accordance with the authorization in the Certificate Holder's operations specifications. <i>Sources:</i> 121.615(d) 4. Check at the aircraft cockpit that the air carrier is conducting extended overwater operations under VFR in accordance with the authorization in the Certificate Holder's operations specifications. <i>Sources:</i> 121.615(d) 5. Checks at the air carrier's dispatch center that it is conducting overwater IFR operations as specified in the Certificate Holder's operations specifications. <i>Sources:</i> 121.615(d) 6. Checks at the aircraft cockpit that the air carrier is conducting overwater IFR operations as specified in the Certificate Holder's operations specifications. <i>Sources:</i> 121.615(d) 	<input type="checkbox"/> Not Applicable
<p>2.</p>	<p>Were the certificate holder's policies, procedures, instructions, and information for the Dispatch/Flight Release process followed?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check at the air carrier's specified location that the flight following system has adequate facilities to provide the information necessary for the initiation of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 2. Check at the air carrier's specified location that the flight following system has adequate facilities to provide the information necessary for the safe conduct of each flight to the flight crew of each aircraft. <i>Sources:</i> 121.127(a)(1)(i) 3. Check at the air carrier's specified location that personnel are providing the information necessary for the initiation of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 4. Check at the air carrier's specified location that personnel are providing the information necessary for the safe conduct of each flight to the flight crew of each aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(i) 5. Check at the air carrier's specified location that it's flight following system has adequate facilities to provide the information necessary for the initiation of each flight to the persons designated by the Certificate 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(ii)</p>	
6.	<p>Check at the air carrier's specified location that it's flight following system has adequate facilities to provide the information necessary for the safe conduct of each flight to the persons designated by the Certificate Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(ii)</p>	
7.	<p>Check at the air carrier's specified location that personnel are providing the information necessary for the initiation of each flight to the persons designated by the Certificate Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(ii)</p>	
8.	<p>Check at the air carrier's specified location that personnel are providing the information necessary for the safe conduct of each flight to the persons designated by the Certificate Holder to perform the function of operational control of the aircraft, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(1)(ii)</p>	
9.	<p>Check at the air carrier's specified location that it's flight following system has a means of communicating by private or available public facilities such as telephone, telegraph, or radio to monitor the progress of each flight with respect to its departure at the point of origin, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(2)</p>	
10.	<p>Check at the air carrier's specified location that it's flight following system has a means of communicating by private or available public facilities such as telephone, telegraph, or radio to monitor the progress of each flight with respect to its arrival at the destination, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(2)</p>	
11.	<p>Check at the air carrier's specified location that it's flight following system has a means of communicating by private or available public facilities such as telephone, telegraph, or radio to monitor the progress of each flight with respect to any intermediate stops and diversions therefrom, and maintenance or mechanical delays encountered at these points or stops, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(a)(2)</p>	
12.	<p>Check at the air carrier's specified location that it's flight following system has the personnel specifying in 14 CFR Part 121.127(a) and they are performing their required duties, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(b)</p>	
13.	<p>Check at the air carrier's specified location that it's flight following system has personnel the Certificate Holder designates to perform operational control of the aircraft and they are performing their required duties, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.127(b)</p>	
14.	<p>Check at the records repository that a dispatcher did not authorize a flight when an airplane landed at an intermediate airport specified in the original dispatch release and remained there for not more than one hour,</p>	

	<p>in accordance with the Certificate Holder design. <i>Sources: 121.593</i></p> <p>15. Check at the aircraft cockpit that a person may only start a flight when an aircraft dispatcher specifically authorizes that flight, in accordance with the Certificate Holder design. <i>Sources: 121.595(a)</i></p> <p>16. Check at the records repository that no person continued a flight from an intermediate airport without redispach if the airplane has been on the ground more than six hours, in accordance with the Certificate Holder design. <i>Sources: 121.595(b)</i></p> <p>17. Check at the aircraft cockpit that a person may only start a flight when, under a flight following system, specific authority is received from the person authorized by the operator to exercise operational control over the flight, in accordance with the Certificate Holder design. <i>Sources: 121.597(a)</i></p> <p>18. Check at the records repository no person started a flight unless the pilot in command or the person authorized by the operator to exercise operational control over the flight executed a flight release, in accordance with the Certificate Holder design. <i>Sources: 121.597(b)</i></p> <p>19. Check at the aircraft cockpit that the pilot in command signs the flight release only when he and the person authorized by the operator to exercise operational control believe that the flight can be made with safety, in accordance with the Certificate Holder design. <i>Sources: 121.597(b)</i></p> <p>20. Check at the records repository that no person continued a flight, from an intermediate airport, without a new flight release if the aircraft had been on the ground more than six hours, in accordance with the Certificate Holder design. <i>Sources: 121.597(c)</i></p>	
3.	Were the Dispatch / Flight Release process controls followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	Did the records for the Dispatch/Flight Release process comply with the instructions provided by the certificate holder?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.	Were the process measurements for the Dispatch/Flight Release process effective in identifying problems or potential problems and providing corrective action for them?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
6.	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions, and information that are related to this element?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

EPI Section 1 - Performance Observables Drop-Down Menu	
1.	Personnel.
2.	Tools and Equipment.
3.	Technical Data.
4.	Procedures, policies or instructions or information.
5.	Materials.
6.	Facilities.
7.	Controls.
8.	Process Measures.
9.	Interfaces.
10.	Desired Outcome.
11.	Other.

EPI Section 2 - Management Responsibility & Authority Observables

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:
	NOTE: If no personnel or major program changes (as defined by the principal inspector (PI)) affecting the responsibility or authority attributes for this element have occurred since the last SAI and/or EPI was accomplished, then do not perform tasks 3 - 6 below. Answer questions 1 and 2, below, and provide the name/title.
1.	Identify the person who has overall responsibility for the Dispatch/Flight Release process.
2.	Identify the person who has overall authority for the Dispatch/Flight Release process.
3.	Review the duties and responsibilities for those who manage the Dispatch/Flight Release process.
4.	Review the appropriate organizational chart.
5.	Discuss the Dispatch/Flight Release process with the management personnel identified in tasks 1 and 2.
6.	Evaluate the qualifications and work experience of the management personnel identified in tasks 1 and 2.

Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Is there a clearly identified person who is responsible for the quality of the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
2.	Is there a clearly identified person who has authority to establish and modify the certificate holder's policies, procedures, instructions, and information for the Dispatch / Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
3.	Does the responsible person know that he/she has responsibility for the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
4.	Does the person with authority know that he/she has authority for the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
5.	Does the person with responsibility for the Dispatch/Flight Release process meet the qualification standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
6.	Does the person with authority to establish and modify the Dispatch/Flight Release process meet the qualification standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
7.	Does the person with responsibility understand the controls, process	<input type="checkbox"/> Yes

	measurements, and interfaces associated with the Dispatch/Flight Release process?	<input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
8.	Does the person with authority understand the controls, process measurements, and interfaces associated with the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
9.	Does the responsible person know who has authority to establish and modify the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
10.	Does the individual with authority know who has the responsibility for the Dispatch/Flight Release process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change

EPI Section 2 - Management Responsibility & Authority Observables Drop-Down Menu	
1.	Assignment of responsibility.
2.	Assignment of authority.
3.	Does not understand procedures, policies or instructions and information.
4.	Does not understand controls.
5.	Does not understand process measurements.
6.	Does not understand interfaces.
7.	Span of control.
8.	Position vacant.
9.	Other.