

Element Performance Inspection (EPI) Data Collection Tool

1.1.2 Appropriate Operational Equipment (AW)

ELEMENT SUMMARY INFORMATION

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

- To ensure that the certificate holder's aircraft are equipped in accordance with the applicable regulations to conduct safe operations over the intended route.

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 Appropriate Operational Equipment process.
- To determine if there were any changes in the personnel identified by the certificate holder as having responsibility and/or authority for the Appropriate Operational Equipment process.

Specific Instructions:

- To accomplish this EPI, the inspector should familiarize themselves with the route requirements and equipment type utilized by the certificate holder for the intended route. Available aircraft that have been scheduled for a specific route should be inspected to ensure that the required equipment is installed and operational in accordance with the certificate holder's approved maintenance program.

Related EPIs:

- 1.1.1 Aircraft Airworthiness (AW)
- 1.3.3 Maintenance Facility / Main Maintenance Base (AW)
- 3.1.3 Airmen Duties / Flight Deck Procedures (OP)
- 5.1.1 Line Stations (AW)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

- SRRs:
 - 119.43(b)
 - 119.43(b)(1)
 - 119.43(b)(2)
 - 119.43(c)
 - 121.135(a)(1)
 - 121.135(b)(1)
 - 121.135(b)(2)
 - 121.135(b)(3)
 - 121.309(a)
 - 121.310(a)
 - 121.323(a)
 - 121.323(b)
 - 121.323(c)

- SRRs:
 - 121.323(d)
 - 121.325(a)
 - 121.325(b)
 - 121.325(c)
 - 121.327(c)
 - 121.327(c)(1)
 - 121.327(c)(2)
 - 121.327(c)(3)
 - 121.329(b)(1)
 - 121.329(b)(2)
 - 121.329(b)(3)
 - 121.329(c)(1)
 - 121.329(c)(2)
 - 121.329(c)(3)
 - 121.337(b)
 - 121.337(b)(8)
 - 121.337(b)(9)(i)
 - 121.337(b)(9)(ii)
 - 121.337(b)(9)(iii)
 - 121.339(a)(1)
 - 121.339(a)(2)
 - 121.339(a)(3)
 - 121.339(a)(4)
 - 121.339(c)
 - 121.340(a)
 - 121.340(b)
 - 121.347(a)(1)
 - 121.347(a)(2)
 - 121.347(a)(3)
 - 121.349(a)
 - 121.351(a)
 - 121.353(a)
 - 121.353(b)
 - 121.353(c)
 - 121.367
 - 121.571(b)(1)
 - 121.571(b)(2)
 - 121.585(d)
 - 91.209(a)(1)
 - 91.209(a)(2)
 - A.013
 - A.056b(1)
 - A.362c(7)
 - A.522(a)
 - A.522c(3)
 - A.522c(3)(a)
 - A.522c(3)(b)
 - A.522o
 - B.030d.(4)
 - B.034e(4)
 - B.045c(1)
 - B.047a
 - B.047a(1)
 - B.047a(2)
 - B.047a(3)
 - B.055c(5)
 - B.055c(6)

- SRRs:
C.074c(1)

Related CFRs & FAA Policy/Guidance:

- Related CFRs:
Intentionally left blank
- FAA Policy/Guidance:
AC 121-24C
AC 120-28D

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 Appropriate Operational Equipment 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 Appropriate Operational Equipment process to gain an understanding of the procedures, instructions, and information.
5.	Discuss the Appropriate Operational Equipment 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 met:	
1.1.	<p>Did the certificate holder's aircraft have the specified required operational equipment for the intended route?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> 1. Check, at the aircraft, that it is equipped with hand fire extinguishers, suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(1) 2. Check, at the aircraft, if having passenger seats accommodating more than 6 but fewer than 31 passengers, it is equipped with at least one hand fire extinguisher in the passenger compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(i) 3. Check, at the aircraft, if having passenger seats accommodating more than 30 but fewer than 61 passengers, it is equipped with at least two hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(ii) 4. Check, at the aircraft, if having passenger seats accommodating more than 60 but fewer than 201 passengers, it is equipped with at least three hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii) 5. Check, at the aircraft, if having passenger seats accommodating more than 200 but fewer than 301 passengers, it is equipped with at least four 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii)</p> <p>6. Check, at the aircraft, if having passenger seats accommodating more than 300 but fewer than 401 passengers, it is equipped with at least five hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii)</p> <p>7. Check, at the aircraft, if having passenger seats accommodating more than 400 but fewer than 501 passengers, it is equipped with at least six hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii)</p> <p>8. Check, at the aircraft, that if having passenger seats accommodating more than 500 but fewer than 601 passengers, it is equipped with at least seven hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii)</p> <p>9. Check, at the aircraft, that if having passenger seats accommodating more than 600 passengers, it is equipped with at least eight hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(5)(iii)</p> <p>10. Check, at the aircraft, that at least two of the required hand fire extinguishers installed contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(7)</p> <p>11. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher in the passenger compartment that contains Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(c)(7)</p> <p>12. Check, at the aircraft, that each airplane operated is equipped with a crash ax in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(a); 121.309(e)</p> <p>13. Check, at the aircraft, that each airplane with a seating capacity of more than 60 and less than 100 passengers, has a portable battery-powered megaphone located at the most rearward location in the passenger cabin where it is readily accessible to a normal flight attendant seat in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(a); 121.309(f)(1)</p> <p>14. Check, at the aircraft, that each passenger-carrying landplane emergency exit (other than over-the-wing) that was more than 6 feet from the ground with the airplane on the ground, has an approved means to assist the occupants in descending to the ground in accordance with the Certificate Holder's design. <i>Sources:</i> 121.310(a); 121.367</p> <p>15. Check, at the aircraft, that each passenger carrying airplane, has an approved self-supporting slide or equivalent at each non over-wing Type A, Type B or Type C exit, that is more than 6 feet from the ground with the airplane on the ground and the landing gear extended, to assist the occupants in descending to the ground.</p>	
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	<p><i>Sources:</i> 121.135(a)(1); 121.310(a); 25.810(a)(1)</p> <p>16. Check, at the aircraft, that each passenger carrying airplane, at each non over-wing Type A, Type B or Type C exit, has approved self-supporting slides or equivalent that are readily accessible to the crew. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.310(a); 25.810(a)(1)</p> <p>17. Check, at the aircraft, that each self supporting slide, at each non over-wing Type A, Type B or Type C exit, is clearly identified. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.310(a); 25.810(a)(1)</p> <p>18. Check, at the aircraft, that if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating under IFR conditions, it had two microphones in accordance with the Certificate Holder's design. <i>Sources:</i> 121.349(e); 121.367</p> <p>19. Check, at the aircraft, that if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating under IFR conditions, it had two headsets or one headset and one speaker in accordance with the Certificate Holder's design. <i>Sources:</i> 121.349(e); 121.367</p> <p>20. Check, at the aircraft, that when conducting a flag or supplemental operation or a domestic operation within the State of Alaska the airplane is equipped with two long-range navigation systems in accordance with the Certificate Holder's design. <i>Sources:</i> 121.351(b); 121.367</p> <p>21. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Hawaii, over an uninhabited area, the airplane has a suitable pyrotechnic signaling device in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.353(a)</p> <p>22. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Alaska, over an uninhabited area, the airplane has a suitable pyrotechnic signaling device in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.353(a)</p> <p>23. Check, at the aircraft, that when conducting operations over any area that the Administrator specified in the Certificate Holder's operations specifications, that equipment for search and rescue in case of an emergency was required, the airplane has a suitable pyrotechnic signaling device in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.353(a)</p> <p>24. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Hawaii, over an uninhabited area, the airplane has an approved survival type emergency locator transmitter in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.353(b)</p> <p>25. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Alaska, over an uninhabited area, the airplane has an approved survival type emergency locator transmitter in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.353(b)</p> <p>26. Check, at the aircraft, that when conducting operations over any area that the Administrator specified in the Certificate Holder's operations specifications, that equipment for search and rescue in case of an</p>	
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	<p>emergency was required, the airplane has an approved survival type emergency locator transmitter in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.353(b)</p> <p>27. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Hawaii, over an uninhabited area, the airplane has enough survival kits, appropriately equipped for the route to be flown, for the number of occupants of the airplane in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.353(c)</p> <p>28. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Alaska, over an uninhabited area, the airplane has enough survival kits, appropriately equipped for the route to be flown, for the number of occupants of the airplane in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.353(c)</p> <p>29. Check, at the aircraft, that when conducting operations over any area that the Administrator specified in the Certificate Holder's operations specifications, that equipment for search and rescue in case of an emergency was required, the airplane has enough survival kits, appropriately equipped for the route to be flown, for the number of occupants of the airplane in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.353(c)</p>	
1.2.	<p>Did the certificate holder's aircraft contain appropriately maintained and specified operational equipment in a location readily accessible to the crew?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, accessible to crewmembers during flight, for use in each class E cargo compartment in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(c)(2)</p> <p>2. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(c)(3)</p> <p>3. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, on the flight deck for use by the flightcrew in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(c)(4)</p> <p>4. Check, at the aircraft, that the passenger carrying airplane, where a galley was located in a passenger compartment, is equipped with at least one hand fire extinguisher conveniently located and easily accessible for use in the galley in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(c)(6)</p> <p>5. Check, at the aircraft, that each airplane, with a seating capacity of more than 99 passengers, has two battery powered megaphones in the passenger cabin, one installed at the forward end and the other at the most rearward location where it is readily accessible to a normal flight attendant seat in accordance with the Certificate Holder's design.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p><i>Sources:</i> 121.135(a)(1); 121.309(a); 121.309(f)(2)</p> <p>6. Check, at the aircraft, that each megaphone is readily accessible to the crew in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(f)</p> <p>7. Check, at the aircraft, that each passenger-carrying airplane with flight attendant seats is equipped with flashlight stowage provisions accessible from each flight attendant seat in accordance with the Certificate Holder's design. <i>Sources:</i> 121.310(l); 121.367</p> <p>8. Check, at the aircraft, that if the assisting means for flightcrew emergency exits is a rope or an approved device equivalent to a rope, it is readily accessible to the crew in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.310(a); 25.810(a)(2)</p> <p>9. Check, at the aircraft, that the approved cockpit check procedure is readily usable in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(b)(26); 121.315(c)</p> <p>10. Check, at the aircraft, that protective breathing equipment (PBE), for smoke and fume protection, with a fixed or portable breathing gas supply was conveniently located on the flight deck and was easily accessible for immediate use by each required flight crewmember at his or her assigned duty station in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.337(b); 121.337(b)(8)</p> <p>11. Check, at the aircraft, that one PBE was provided for each hand fire extinguisher located for use in a galley other than a galley located in a passenger, cargo, or crew compartment for combating fires in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.337(b); 121.337(b)(9)(i)</p> <p>12. Check, at the aircraft, that the protective breathing equipment (PBE), with a portable breathing gas supply was easily accessible and conveniently located for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.337(b); 121.337(b)(9)(i)</p> <p>13. Check, at the aircraft, that one PBE, with a portable breathing gas supply was easily accessible and conveniently located on the flight deck for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.337(b); 121.337(b)(9)(ii)</p> <p>14. Check, at the aircraft, that one PBE, with a portable breathing gas supply meeting the requirements of this section, was easily accessible and located in each passenger compartment within 3 feet of each hand fire extinguisher for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.337(b); 121.337(b)(9)(iii)</p>	
1.3.	<p>Did the certificate holder's aircraft contain appropriately maintained and specified operational equipment in a location readily accessible to the passengers when they are aboard the aircraft?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check, at the aircraft, that each passenger-carrying airplane has, in convenient locations for use of each passenger, printed cards supplementing the oral briefing and containing diagrams of, and methods</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

	<p>of operating, the emergency exits pertinent only to the type and model airplane used for that flight in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.571(b)(1); 121.571(b)(2)</p> <p>2. Check, at the aircraft, that each passenger-carrying airplane has, in convenient locations, for use of each passenger, printed cards supplementing the oral briefing and containing other instructions necessary for use of emergency equipment pertinent only to the type and model airplane used for that flight were provided in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.571(b)(2)</p>	
1.4.	<p>When the certificate holder operated its aircraft in extended over water operations, was the required equipment on board the aircraft maintained in an airworthy condition?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check, at the aircraft operating in extended overwater operations, that each life preserver is readily accessible to the crew in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(1)</p> <p>2. Check, at the aircraft operating in extended overwater operations, that each life preserver is readily accessible to passengers in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(1)</p> <p>3. Check, at the aircraft operating in extended overwater operations, that each life preserver is clearly identified in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(1)</p> <p>4. Check, at the aircraft operating in extended overwater operations, that each life preserver is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(1)</p> <p>5. Check, at the aircraft operating in extended overwater operations that, if life preservers are carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(4); 121.339(a); 121.339(a)(1)</p> <p>6. Check, at the aircraft operating in extended overwater operations, that if life preservers are carried in a compartment or container, that the compartment or container or the life preserver itself is marked as to the date of last inspection in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.309(b)(4); 121.339(a)(1); 121.367</p> <p>7. Check, at the aircraft, that if operating in extended overwater operations the airplane has enough life rafts (each equipped with an approved survivor locator light) of a rated capacity and buoyancy to accommodate the occupants of the airplane in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(a)(2)</p> <p>8. Check, at the aircraft operating in extended overwater operations, that each life raft is readily accessible to the crew in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>9. Check, at the aircraft operating in extended overwater operations, that each life raft, if stored in a passenger compartment is readily accessible to passengers in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(2)</p> <p>10. Check, at the aircraft operating in extended overwater operations, that each life raft is clearly identified in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(2)</p> <p>11. Check, at the aircraft operating in extended overwater operations, that each life raft is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(2)</p> <p>12. Check, at the aircraft operating in extended overwater operations, that if life rafts were carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(4); 121.339(a); 121.339(a)(2)</p> <p>13. Check, at the aircraft operating in extended overwater operations, that if raft preservers were carried in a compartment or container, the compartment or container or the life raft itself is marked as to date of last inspection in accordance with the Certificate Holder's design. <i>Sources:</i> 121.309(b)(4); 121.339(a)(2); 121.367</p> <p>14. Check, at the aircraft, that each airplane operated in extended overwater operations, has at least one pyrotechnic signaling device for each life raft in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(a)(3)</p> <p>15. Check, at the aircraft, that each airplane operated in extended overwater operations, has pyrotechnic signaling device is that readily accessible to the crew in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(3)</p> <p>16. Check, at the aircraft, that each airplane operated in extended overwater operations, has pyrotechnic signaling device is that is readily accessible to passengers in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(3)</p> <p>17. Check, at the aircraft, that each airplane operated in extended overwater operations, has a pyrotechnic signaling device is that is clearly identified in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(3)</p> <p>18. Check, at the aircraft, that each airplane operated in extended overwater operations, has a pyrotechnic signaling device is that is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(3)</p> <p>19. Check, at the aircraft operated in extended overwater operations, that if pyrotechnic signaling devices are carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(4); 121.339(a); 121.339(a)(3)</p> <p>20. Check, at the aircraft operated in extended overwater operations, that if pyrotechnic signaling devices are carried in a compartment or container, the compartment or container or the pyrotechnic signaling device itself is marked as to date of last inspection in accordance with the Certificate</p>	
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	<p>Holder's design. <i>Sources:</i> 121.309(b)(4); 121.339(a)(3); 121.367</p>	
21.	<p>Check, at the aircraft operated in extended overwater operations has, on the airplane, a survival type emergency locator transmitter in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(a)(4)</p>	
22.	<p>Check, at the aircraft operated in extended overwater operations, that each survival type emergency locator transmitter is readily accessible to the crew in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(4)</p>	
23.	<p>Check, at the aircraft operated in extended overwater operations, that each survival type emergency locator transmitter, if located in the passenger compartment, is readily accessible to passengers in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(a)(4)</p>	
24.	<p>Check, at the aircraft operated in extended overwater operations, that each survival type emergency locator transmitter is clearly identified in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(4)</p>	
25.	<p>Check, at the aircraft operated in extended overwater operations, that each survival type emergency locator transmitter is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(a)(4)</p>	
26.	<p>Check, at the aircraft operated in extended overwater operations, that if the survival type emergency locator transmitter is carried in a compartment or container, the compartment or container or the survival type emergency locator transmitter itself is marked as to date of last inspection in accordance with the Certificate Holder's design. <i>Sources:</i> 121.309(b)(4); 121.339(a)(4); 121.367</p>	
27.	<p>Check, at the aircraft operated in extended overwater operations, that the required life rafts are easily accessible in the event of a ditching without appreciable time for preparatory procedures in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
28.	<p>Check, at the aircraft operated in extended overwater operations, that the required life preservers are easily accessible in the event of a ditching without appreciable time for preparatory procedures in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
29.	<p>Check, at the aircraft operated in extended overwater operations, that the required survival type emergency locator transmitter are easily accessible in the event of a ditching without appreciable time for preparatory procedures in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
30.	<p>Check, at the aircraft operated in extended overwater operations, that the required life rafts are installed in conspicuously marked, approved locations in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
31.	<p>Check, at the aircraft operated in extended overwater operations, that the required life preservers are installed in conspicuously marked, approved</p>	

	<p>locations in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
32.	<p>Check, at the aircraft operated in extended overwater operations, that the required survival type emergency locator transmitter is installed in a conspicuously marked, approved location in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(b)</p>	
33.	<p>Check, at the aircraft operated in extended overwater operations, that a survival kit, appropriately equipped for the route to be flown, is attached to each required life raft in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.339(a); 121.339(c)</p>	
34.	<p>Check, at the aircraft operated in extended overwater operations, that each survival kit is readily accessible to the crew in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(c)</p>	
35.	<p>Check, at the aircraft operated in extended overwater operations, that each survival kit, if located in a passenger compartment, is readily accessible to passengers in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(2); 121.339(a); 121.339(c)</p>	
36.	<p>Check, at the aircraft operated in extended overwater operations, that each survival kit is clearly identified in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(c)</p>	
37.	<p>Check, at the aircraft operated in extended overwater operations, that each survival kit is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(3); 121.339(a); 121.339(c)</p>	
38.	<p>Check, at the aircraft operated in extended overwater operations, that if the survival kit is carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.309(b)(4); 121.339(c)</p>	
39.	<p>Check, at the aircraft operated in extended overwater operations, that if the survival kit is carried in a compartment or container, the compartment or container or the survival kit itself is marked as to date of last inspection in accordance with the Certificate Holder's design. <i>Sources:</i> 121.309(b)(4); 121.339(c); 121.367</p>	
40.	<p>Check, at the aircraft, that if operated in any overwater operation it is equipped with life preservers in accordance with Sec. 121.339(a)(1) or with an approved flotation means for each occupant in accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.340(a)</p>	
41.	<p>Check, at the aircraft, that if operated in any overwater operation, the life preservers required by Sec. 132.339(a)(1) or the approved flotation means is within easy reach of each seated occupant accordance with the Certificate Holder's design. <i>Sources:</i> 121.135(a)(1); 121.340(a)</p>	
42.	<p>Check, at the aircraft, that if operated in any overwater operation, the life preservers required by Sec. 132.339(a)(1) or the approved flotation means is readily removable from the airplane in accordance with the</p>	

	<p>Certificate Holder's design. Sources: 121.135(a)(1); 121.340(a)</p> <p>43. Check, at the aircraft, that if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating in extended overwater operations it had two microphones in accordance with the Certificate Holder's design. Sources: 121.349(e); 121.367</p> <p>44. Check, at the aircraft, that if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating in extended overwater operations it had two headsets or one headset and one speaker in accordance with the Certificate Holder's design. Sources: 121.349(e); 121.367</p> <p>45. Check, at the aircraft, that when conducting an extended overwater operation, where VOR or ADF radio navigation equipment was unusable along a portion of the route, the airplane is equipped with two long-range navigation systems in accordance with the Certificate Holder's design. Sources: 121.351(a); 121.367</p> <p>46. Check, at the aircraft, that when conducting a flag, supplemental or a domestic operation within the State of Alaska, over an uninhabited area, the airplane has a suitable pyrotechnic signaling device in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.353(a)</p> <p>47. Check, at the aircraft, that when conducting operations over any area that the Administrator specified in the Certificate Holder's operations specifications, that equipment for search and rescue in case of an emergency was required, the airplane has a suitable pyrotechnic signaling device in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.353(a)</p>	
2.	<p>Were the certificate holder's policies, procedures, instructions, and information for the Appropriate Operational Equipment process followed? <i>Related Performance JTIs:</i></p> <p>1. Check, at the aircraft, that each medical kit was stored securely so as to keep it free from dust, moisture, and damaging temperatures in accordance with the Certificate Holder's design. Sources: 121 App..AEmergency Medical Kits 1; 121.367</p> <p>2. Check, at the aircraft, if megaphone/s are carried in a compartment or container, the compartment or container is marked as to contents. Sources: 121.135(a)(1); 121.309(b)(4); 121.309(f)</p> <p>3. Check, at the aircraft, if megaphone/s are carried in a compartment or container, the compartment or container or the megaphone itself, is marked as to date of last inspection in accordance with the Certificate Holder's design. Sources: 121.309(b)(4); 121.309(f); 121.367</p> <p>4. Check, at the aircraft, that the compartment or container in which each approved self-supporting slides or equivalent is carried is marked as to contents in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.309(b)(4); 121.310(a); 25.810(a)(1)</p> <p>5. Check, at the aircraft, that the compartment or container in which each approved self-supporting slides or equivalent is carried is marked as to the date of last inspection in accordance with the Certificate Holder's</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>design. Sources: 121.309(b)(4); 121.310(a); 121.367; 25.810(a)(1)</p> <p>6. Check, at the aircraft, that if the assisting means for flightcrew emergency exits is a rope or an approved device equivalent to a rope, it is clearly marked as to the method of operation in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.309(b)(3); 121.310(a); 25.810(a)(2)</p> <p>7. Check, at the aircraft, that if the assisting means for flightcrew emergency exits is a rope or an approved device equivalent to a rope, and it is carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holders design. Sources: 121.135(a)(1); 121.309(b)(4); 121.310(a); 25.810(a)(2)</p> <p>8. Check, at the aircraft, that if the assisting means for flightcrew emergency exits is a rope or an approved device equivalent to a rope, and it is carried in a compartment or container, the compartment or container is marked as to the date of last inspection in accordance with the Certificate Holder's design. Sources: 121.309(b)(4); 121.310(a); 121.367; 25.810(a)(2)</p>	
3.	<p>Were the Appropriate Operational Equipment process controls followed? <i>Related Performance JTIs:</i></p> <p>1. Check, at the aircraft, that each megaphone was clearly identified in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.309(b)(3); 121.309(f)</p> <p>2. Check, at the aircraft, that each megaphone was clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. Sources: 121.135(a)(1); 121.309(b)(3); 121.309(f)</p> <p>3. Check, at the aircraft, that each approved self-supporting slide, at each non over-wing Type A, Type B or Type C exit, is clearly marked as to the method of operation. Sources: 121.135(a)(1); 121.309(b)(3); 121.310(a); 25.810(a)(1)</p> <p>4. Check, at the aircraft, that if the assisting means for flightcrew emergency exits is a rope or an approved device equivalent to a rope, it is clearly identified in accordance with the Certificate Holders design. Sources: 121.135(a)(1); 121.309(b)(3); 121.310(a); 25.810(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	<p>Did the records for the Appropriate Operational Equipment process comply with the instructions provided by the certificate holder?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.	<p>Were the process measurements for the Appropriate Operational Equipment process effective in identifying problems or potential problems and providing corrective action for them?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
6.	<p>Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions, and information that are related to this element?</p>	<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 Appropriate Operational Equipment process.
2.	Identify the person who has overall authority for the Appropriate Operational Equipment process.
3.	Review the duties and responsibilities for those who manage the Appropriate Operational Equipment process.
4.	Review the appropriate organizational chart.
5.	Discuss the Appropriate Operational Equipment 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 Appropriate Operational Equipment 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 Appropriate Operational Equipment 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 Appropriate Operational Equipment 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 Appropriate Operational Equipment process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
5.	Does the person with responsibility for the Appropriate Operational Equipment 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 Appropriate Operational Equipment 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 measurements, and interfaces associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> Yes <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 Appropriate Operational Equipment 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 Appropriate Operational Equipment 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 Appropriate Operational Equipment 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.