Safety Attribute Inspection (SAI) Data Collection Tool
1.1.1 Aircraft Airworthiness (AW)

ELEMENT SUMMARY INFORMATION

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

- To ensure each aircraft released to service is in airworthy condition and meets the applicable airworthiness requirements of 14 CFR, including those related to identification and equipment.

Objective (FAA oversight):

- To determine if the certificate holder's Aircraft Airworthiness (AW) process meets all applicable requirements of Title 14 of the Code of the Federal Regulations (14 CFR) and FAA policies.
- To determine if the certificate holder's Aircraft Airworthiness (AW) process incorporates the safety attributes.
- To identify any shortfalls in the certificate holder's Aircraft Airworthiness (AW) process.

Specific Instructions:

- Intentionally left blank

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

- SRRs:

  119.43(b)
  119.43(b)(1)
  119.43(b)(2)
  119.43(c)
  119.9(b)
  121.1107(a)
  121.135(a)(1)
  121.135(b)(1)
  121.135(b)(17)
  121.135(b)(2)
  121.135(b)(3)
  121.137(a)
  121.141(a)
  121.141(b)
  121.141(b)(1)
  121.141(b)(2)
  121.153(a)(1)
  121.153(a)(2)
  121.211(b)
  121.215
  121.217
  121.219
  121.221(f)(5)
  121.239

- SRRs:

  121.239(a)(1)
  121.239(a)(2)
  121.239(a)(3)
  121.239(b)
  121.241
  121.243
  121.245
  121.247
  121.249
  121.251
  121.253(a)
  121.253(b)
  121.255
  121.257
  121.259
  121.261
  121.263
  121.265
  121.267
  121.269
  121.271(a)
  121.271(b)
  121.273
  121.275
  121.277(a)
  121.277(b)
  121.279(b)
  121.281
  121.283
  121.285
  121.285(b)(1)
  121.285(b)(2)
  121.285(b)(3)
  121.285(b)(4)
  121.285(b)(5)
  121.285(b)(6)
  121.285(b)(7)
  121.285(b)(8)
  121.285(c)
  121.289(a)(1)
  121.289(a)(2)
  121.293
  121.303(b)
  121.303(c)
  121.305(b)
  121.305(c)
  121.305(d)
  121.305(e)
  121.305(f)
  121.305(g)
  121.305(h)
  121.305(i)
  121.305(j)
  121.305(j)(1)
  121.305(j)(2)
  121.305(j)(3)
  121.305(j)(4)

- SRRs:

  121.306(c)
  121.307(a)
  121.307(b)
  121.307(c)
  121.307(d)
  121.307(e)
  121.307(f)
  121.307(g)
  121.307(h)
  121.307(i)
  121.307(j)
  121.307(k)
  121.307(l)(1)
  121.307(l)(2)
  121.308(a)
  121.308(b)
  121.308(d)
  121.309(b)(1)
  121.309(b)(2)
  121.309(b)(3)
  121.309(b)(4)
  121.309(c)(1)
  121.309(c)(2)
  121.309(c)(3)
  121.309(c)(4)
  121.309(c)(5)
  121.309(c)(5)(i)
  121.309(c)(5)(ii)
  121.309(c)(5)(iii)
  121.309(c)(6)
  121.309(c)(7)
  121.309(e)
  121.309(f)(1)
  121.309(f)(2)
  121.310
  121.310(a)
  121.310(b)(1)
  121.310(b)(1)(i)
  121.310(b)(1)(ii)
  121.310(b)(1)(iii)
  121.310(b)(2)(i)
  121.310(b)(2)(ii)
  121.310(b)(2)(iii)
  121.310(c)
  121.310(c)(1)
  121.310(c)(2)
  121.310(c)(3)
  121.310(d)
  121.310(d)(1)(i)
  121.310(d)(1)(ii)
  121.310(d)(1)(iii)
  121.310(d)(3)
  121.310(d)(4)
  121.310(e)(1)
  121.310(e)(1)(i)
  121.310(e)(1)(ii)
  121.310(e)(2)

- SRRs:

  121.310(f)
  121.310(f)(1)
  121.310(f)(2)
  121.310(f)(3)
  121.310(f)(3)(i)
  121.310(f)(3)(ii)
  121.310(f)(3)(iii)
  121.310(f)(4)
  121.310(f)(5)
  121.310(f)(6)
  121.310(f)(7)
  121.310(g)
  121.310(g)(1)
  121.310(g)(2)
  121.310(g)(3)
  121.310(h)(1)
  121.310(h)(1)(i)
  121.310(h)(1)(ii)
  121.310(h)(2)
  121.310(h)(2)(i)
  121.310(h)(2)(ii)
  121.310(i)
  121.310(j)
  121.310(k)
  121.310(k)(1)
  121.310(k)(2)
  121.310(n)
  121.311(a)(2)
  121.311(d)
  121.311(f)
  121.311(g)
  121.312(a)
  121.312(a)(1)(i)
  121.312(a)(1)(ii)
  121.312(a)(2)
  121.312(a)(2)(i)
  121.312(a)(2)(ii)
  121.312(a)(3)
  121.312(a)(3)(i)
  121.312(a)(3)(ii)
  121.312(a)(5)
  121.312(b)
  121.312(b)(1)
  121.312(d)
  121.312(e)
  121.312(e)(1)
  121.312(e)(1)(i)
  121.312(e)(1)(ii)
  121.312(e)(2)
  121.312(e)(3)
  121.313(a)
  121.313(b)
  121.313(c)
  121.313(d)
  121.313(e)
  121.313(f)
  121.313(g)

- SRRs:

  121.313(h)
  121.313(i)
  121.313(j)(1)
  121.313(j)(2)
  121.314
  121.314(a)(1)
  121.314(a)(2)
  121.314(a)(3)
  121.314(c)
  121.315(a)
  121.315(b)
  121.315(c)
  121.316
  121.317(a)
  121.317(d)
  121.317(e)
  121.318(a)
  121.319
  121.323(a)
  121.323(b)
  121.323(c)
  121.323(d)
  121.323(e)
  121.325(a)
  121.325(b)
  121.325(c)
  121.327(c)(2)
  121.327(c)(3)
  121.329(a)
  121.329(a)(1)
  121.329(a)(2)
  121.329(a)(3)
  121.329(a)(4)
  121.331(a)
  121.331(b)
  121.331(c)(1)
  121.331(c)(2)(i)
  121.331(c)(2)(ii)
  121.331(c)(2)(iii)
  121.333(a)
  121.333(b)
  121.333(c)(1)
  121.333(d)
  121.333(e)
  121.335(a)
  121.335(b)
  121.337(a)
  121.337(b)
  121.337(b)(2)
  121.337(b)(9)(i)
  121.337(b)(9)(ii)
  121.337(b)(9)(iii)
  121.342
  121.343(a)(1)thru(6)
  121.343(b)
  121.343(c)
  121.343(d)

- SRRs:

  121.343(e)
  121.343(f)
  121.343(g)
  121.343(j)
  121.343(k)
  121.344(c)(1)
  121.344(c)(2)
  121.344(d)
  121.344(e)
  121.344(f)
  121.344(g)
  121.344(j)
  121.344a(a)(1)
  121.344a(a)(2)
  121.344a(b)(1)
  121.344a(b)(2)
  121.344a(c)
  121.344a(d)
  121.345(a)
  121.345(b)
  121.345(c)(1)(i)
  121.345(c)(1)(ii)
  121.345(c)(2)
  121.347(a)(1)
  121.347(a)(2)
  121.347(a)(3)
  121.347(b)
  121.349(a)
  121.349(b)
  121.349(c)
  121.349(e)
  121.351(a)
  121.354(a)
  121.354(b)
  121.355(a)(1)
  121.355(a)(2)
  121.356
  121.357(a)
  121.358(a)
  121.358(b)(1)(i)
  121.358(b)(1)(ii)
  121.358(b)(1)(iii)
  121.358(b)(1)(iv)
  121.358(b)(1)(ix)
  121.358(b)(1)(v)
  121.358(b)(1)(vi)
  121.358(b)(1)(vii)
  121.358(b)(1)(viii)
  121.358(b)(1)(x)
  121.358(b)(2)
  121.359(a)
  121.359(c)(2)(i)
  121.359(c)(2)(ii)
  121.359(c)(2)(iii)
  121.359(d)
  121.359(d)(1)
  121.359(d)(2)

- SRRs:

  121.359(e)
  121.359(e)(1)
  121.359(e)(2)
  121.367
  121.367(a)
  121.380(a)(1)
  121.380(a)(2)(i)
  121.380(a)(2)(ii)
  121.380(a)(2)(iii)
  121.380(a)(2)(iv)
  121.380(a)(2)(v)
  121.380(a)(2)(vi)
  121.380(a)(2)(vii)
  121.380(c)(1)
  121.571(b)(1)
  121.571(b)(2)
  121.571(b)(3)
  121.576
  121.578(b)(1)
  121.578(b)(2)
  121.583(a)
  121.583(b)(1)
  121.583(b)(2)
  121.583(b)(3)
  121.585(d)
  121.585(d)(1)
  121.585(d)(10)
  121.585(d)(2)
  121.585(d)(3)
  121.585(d)(4)
  121.585(d)(5)
  121.585(d)(6)
  121.585(d)(7)
  121.585(d)(8)
  121.585(d)(9)
  121.589(c)
  121.589(f)
  121.803(a)
  121.803(c)(1)
  121.803(c)(2)
  121.803(c)(4)
  21.183(c)
  21.183(d)(1)
  21.41
  25.1303(b)(3)
  25.1303(c)(1)
  25.1307(d)
  25.1307(e)
  25.1326(b)(1)
  25.1326(b)(2)
  25.1459(a)
  25.1459(b)
  25.1459(c)
  25.1459(d)
  25.1459(d)(1)
  25.1459(d)(2)
  25.1459(e)

- SRRs:

  25.1529
  25.1541(a)(1)
  25.1541(a)(2)
  25.1541(b)(1)
  25.1541(b)(2)
  25.1549(a)
  25.1549(b)
  25.1549(c)
  25.1549(d)
  25.2(a)
  25.785(g)
  25.785(h)
  25.789(b)
  25.791(a)
  25.791(c)
  25.791(d)
  25.811(d)(1)
  25.811(d)(2)
  25.812(b)(1)(i)
  25.812(b)(1)(ii)
  25.812(f)(2)
  25.853(a)
  25.853(d)(1)
  25.853(d)(3)
  25.857(e)(4)
  25.857(e)(5)
  25.963(e)(1)
  25.963(e)(2)
  25 App..H25.1(b)
  39.17
  39.19
  45.11(a)
  45.11(b)
  45.11(d)
  45.13(b)
  45.25
  45.29
  91.171(a)(1)
  91.171(a)(2)
  91.171(b)
  91.171(c)
  91.171(d)
  91.203(a)(1)
  91.203(a)(2)
  91.217(b)
  91.217(c)
  91.219(a)
  91.413(a)
  91.413(b)
  91.603
  91.607
  91.609(a)
  91.705(a)(1)
  91.853
  91.9(a)
  91.9(c)
  91 App..GSection 2(b)(1)

- SRRs:

  91 App..GSection 2(b)(2)
  B.036c(1)
  D.072(d)
  D.072(e)
  D.072(f)

Related CFRs & FAA Policy/Guidance:

- Related CFRs:

  Intentionally left blank

- FAA Policy/Guidance:

  FAA Order 8900.1, Volume 3, Chapter 32
  FAA Order 8900.1, Volume 3, Chapter 43
  FAA Order 8900.1, Volume 3, Chapter 47
  FAA Order 8900.1, Volume 4, Chapter 14
  AC 20-131A, Change 1
  AC 25-7A
  AC 25-10
  AC 25-15
  AC 25-18
  AC 43-4A
  AC 20-42C
  AC 25-18
  AC 120-27E
  AC 120-77
  AC 120-73
  AC 25-1329-1B
  AD 90-25-03
  AD 92-22-08 R1
  AD 94-18-02

SAI Section 1 - Procedures Attribute	
Objective: Procedures, instructions, and information are documented methods for accomplishing a process. The certificate holder's policies should establish their compliance posture. Policies may be stand-alone statements, or they may be imbedded within procedures, instructions, or information regarding a particular regulatory requirement. The questions in this section of the data collection tool (DCT) are designed to assist the inspector in determining if the certificate holder has documented or prescribed methods of accomplishing the process requirements that provide answers to the associated questions regarding who, what, when, where, and how. This section contains policy questions, procedural questions, and instructional or informational questions pertaining to various types of certificate holder requirements such as actions, prohibitions, or resources (i.e., personnel, facilities, equipment, technical data, etc.).	
Tasks	
	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the information listed in the Supplemental Information section of this DCT.
2.	Review the duties and responsibilities for management and other personnel identified by the certificate holder who accomplish the Aircraft Airworthiness process.
3.	Review the certificate holder's Aircraft Airworthiness process to ensure it contains the policies, procedures, instructions and information necessary for personnel to perform their duties and responsibilities with a high degree of safety.

Questions		
	To meet this objective, the inspector must answer the following questions:	
1.	Does the certificate holder's Aircraft Airworthiness process meet the specific regulatory and FAA policy requirements:	
1.1.	Does the certificate holder's inspection program ensure that each aircraft is registered as a civil aircraft of the United States and carries and displays an appropriate current airworthiness certificate issued under 14 CFR? SRRs: 121.153(a)(1); 91.203(a)(1); 91.203(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's manual, which contains the inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures that the aircraft is registered. *Sources:* 121.153(a)(1); 121.367 *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder's manual, which contains the inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures that the aircraft carries an appropriate current airworthiness certificate. *Sources:* 121.153(a)(1); 121.367 *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.2.	Does the certificate holder's system contain the appropriate procedures for	☐ Yes

	TCAS II System or TCAS I System, as required by 14 CFR part 121, section 121.356? SRRs: 121.356	☐ No, Explain ☐ Not Applicable
1.3.	Does the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations specify that before any aircraft is added to the 14 CFR Part 121 Certificate, and at all times thereafter, the following requirements must be met: SRRs: 121.367	
1.3.1	When importing aircraft manufactured in a foreign country that was never issued a U. S. Airworthiness Certificate, the country in which the aircraft was manufactured has certified that the aircraft conforms to the type design and is in condition for safe operation? SRRs: 121.367; 21.183(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures when importing aircraft manufactured in a foreign country and never been issued a U. S. Airworthiness Certificate, to ensure that the country in which the aircraft was manufactured certifies that the aircraft conforms to the type design and is in condition for safe operation. *Sources:* 121.367; 21.183(c) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.2	When applying for a standard airworthiness certificate the certificate holder presents evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to applicable Airworthiness Directives? SRRs: 121.367; 21.183(d)(1) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that when applying for a standard airworthiness certificate he presents evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to applicable Airworthiness Directives). *Sources:* 121.367; 21.183(d)(1) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain
1.3.3	Each aircraft and engine is identified as prescribed in 14 CFR part 45, section 45.11 by means of a fireproof plate and has the information specified in 14 CFR part 45, section 45.13 marked on it by etching, stamping, engraving, or other approved method of fireproof marking? SRRs: 121.367; 45.11(a); 45.11(d) *Related Design JTIs:* 1. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations	☐ Yes ☐ No, Explain

	that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 3. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
1.3.4	For aircraft, the identification plate required by 14 CFR part 45, section 45.11 is secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident? SRRs: 121.367; 45.11(a) *Related Design JTIs:* 1. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an	☐ Yes ☐ No, Explain

	entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 3. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
1.3.5	For aircraft engines, the identification plate required by 14 CFR part 45, section 45.11 is affixed to the engine at an accessible location in such a manner that it will not l kely be defaced or removed during normal service, or lost or destroyed in an accident? SRRs: 121.367; 45.11(a) *Related Design JTIs:* 1. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or	☐ Yes ☐ No, Explain

		removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
	2.	Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
	3.	Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
	4.	Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking. *Sources:* 121.135(a)(1); 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5); 45.13(a)(6) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	

1.3.6	A propeller, propeller blade, or propeller hub produced under the terms of a type or production certificate is identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification placed on it on a noncritical surface, and will not be likely to be defaced or removed during normal service or lost or destroyed in an accident? SRRs: 121.367; 45.11(b) *Related Design JTIs:* 1. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. *Sources:* 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking. *Sources:* 121.135(a)(1); 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5); 45.13(a)(6) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations	☐ Yes ☐ No, Explain ☐ Not Applicable

	contains instructions and information necessary to allow the personnel concerned to ensure that a propeller, propeller blade, or propeller hub produced under the terms of a type or production certificate is identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a noncritical surface, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. and will not be like to be defaced or removed during normal service or lost or destroyed in an accident. *Sources:* 121.135(a)(1); 121.153(a)(2); 121.367; 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	
1.3.7	No person shall remove, change, or place identification information required by 14 CFR part 45, section 45.13(a) on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub, without the approval of the Administrator? SRRs: 121.367; 45.13(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking. *Sources:* 121.135(a)(1); 121.153(a)(2); 121.367; 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(4); 45.13(a)(5); 45.13(a)(6) *Interfaces:* 1.3.2(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain
1.3.8	The approved flight manual is current for the type of airplane the certificate holder operates? SRRs: 121.141(a) *Related Design JTIs:* 1. Check that the Certificate Holder's manual contains instructions and information for the personnel concerned to keep a current, approved flight manual for each type of airplane that it operates. *Sources:* 121.135(a)(1); 121.141(b) *Interfaces:* 2.1.1(AW); 2.1.1(OP); 3.1.3(OP); 3.1.9(OP)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.9	The certificate holder's manual or appropriate parts of it contains the information required from the applicable flight manual, and this information is clearly identified as flight manual requirements and is current for the type aircraft? SRRs: 121.137(a)	☐ Yes ☐ No, Explain

1.3.10	The maintenance, preventive maintenance, and alterations that were performed by other persons were performed in accordance with the certificate holder's manual? SRRs: 121.367(a)	☐ Yes ☐ No, Explain
1.3.11	Each aircraft and its component parts, accessories, and appliances were/are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances? SRRs: D.072(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the aircraft and its component parts, accessories, and appliances were maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, including CMRs and routine checks. *Sources:* 121.367(a); D.072(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.12	Items identified as "on condition" were/are maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance? SRRs: D.072(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that items identified as "on condition" were maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. *Sources:* 121.367(a); D.072(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.13	Parts or subassemblies of components that do not have specific time intervals were/are checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading? SRRs: D.072(e); D.072(f) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the parts or subassemblies of components that do not have specific time intervals were checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading. *Sources:* 121.367(a); D.072(e) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.14	The VOR equipment on the certificate holder's aircraft is maintained,	☐ Yes

	checked, and inspected under an approved procedure, for aircraft operating under IFR using the VOR system of radio navigation? SRRs: 91.171(a)(1); 91.171(b); 91.171(c); 91.171(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations for aircraft operating under IFR using the VOR system of radio navigation ensures that the VOR equipment of that aircraft the is maintained, checked, and inspected under an approved procedure. *Sources:* 121.367; 91.171(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ No, Explain ☐ Not Applicable
1.3.15	The VOR equipment has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error for aircraft operating under IFR using the VOR system of radio navigation? SRRs: 91.171(a)(2); 91.171(b); 91.171(c); 91.171(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations for aircraft operating under IFR using the VOR system of radio navigation ensures that the VOR equipment has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error. *Sources:* 121.367; 91.171(a)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.16	Within the preceding 24 calendar months, the ATC transponder(s) have been tested and inspected and found to comply with 14 CFR part 43, Appendix F? SRRs: 91.413(a) *Related Design JTIs:* 1. Check that the Certificate Holder's instructions covering maintenance and preventive maintenance ensures that within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43. *Sources:* 121.367; 91.413(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.17	Following any installation or maintenance on an ATC transponder where data correspondence error could be introduced , the integrated system has been tested, inspected, and found to comply with paragraph (c), of 14 CFR part 43, Appendix E? SRRs: 91.413(b)	☐ Yes ☐ No, Explain
1.3.18	Documentation establishes compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements? SRRs: 91 App..GSection 2(b)(1); 91 App..GSection 2(b)(2) *Related Design JTIs:* 1. Check that the operator who is authorized to conduct RVSM	☐ Yes ☐ No, Explain ☐ Not Applicable

	operations has an approved RVSM maintenance program outlining procedures to maintain RVSM aircraft in accordance with CFR Part 91 Appendix G. *Sources:* 91 Appendix G Section 3(b)(1) *Interfaces:* 1.3.2(AW); 5.1.9(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that documentation establishes compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements. *Sources:* 91 Appendix G Section 2(b)(1) 91 Appendix G Section 2(b)(2) *Interfaces:* 1.3.2(AW); 5.1.9(OP)	
1.3.19	For each airplane, engine, propeller, and appliance, Supplemental Type Certificate (STC) Instructions for Continued Airworthiness and any required information relating to the interface of those appliances and products with the airplane are incorporated into the certificate holder's maintenance program? SRRs: 25 App..H25.1(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and the program covering other maintenance and alterations ensures that, the method techniques and practices prescribed in the STC's Instructions for Continued Airworthiness for each engine, propeller, appliance, and any required information relating to the interface of those appliances and products with the airplane are incorporated into the Certificate Holder's maintenance program. *Sources:* 121.367; 25 App..H25.1(b); 43.13(a) *Interfaces:* 1.2.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder's inspection program and program covering other maintenance and alterations ensures that, if STC Instructions for Continued Airworthiness are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane must include the method techniques and practices and the information essential to the continued airworthiness of the airplane. *Sources:* 121.367; 25 App..H25.1(b); 43.13(a) *Interfaces:* 1.2.2(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain
1.3.20	For any Supplemental Type Certificate (STC) Instructions for Continued Airworthiness that are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane include the method techniques and practices and the information essential to the continued airworthiness of the airplane? SRRs: 25 App..H25.1(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and the program covering other maintenance and alterations ensures that, the method techniques and practices prescribed in the STC's Instructions for Continued Airworthiness for each engine, propeller, appliance, and any required information relating to the interface of	☐ Yes ☐ No, Explain

	those appliances and products with the airplane are incorporated into the Certificate Holder's maintenance program. *Sources:* 121.367; 25 App..H25.1(b); 43.13(a) *Interfaces:* 1.2.2(AW); 2.1.1(AW); 2.1.1(OP) 2. Check that the Certificate Holder's inspection program and program covering other maintenance and alterations ensures that, if STC Instructions for Continued Airworthiness are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane must include the method techniques and practices and the information essential to the continued airworthiness of the airplane. *Sources:* 121.367; 25 App..H25.1(b); 43.13(a) *Interfaces:* 1.2.2(AW); 2.1.1(AW); 2.1.1(OP)	
1.3.21	Any Supplemental Type Certificate (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of 14 CFR part 25, section 25.2(a)? SRRs: 25.2(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a supplemental type certificate (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of 14 CFR 25.2(a). *Sources:* 121.367; 25.2(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each a supplemental type certificate manufactured after October 16, 1987 (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of CFR 25.2(a) and (b). *Sources:* 121.367; 25.2(a); 25.2(b) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.22	The certificate holder who uses an alternative method of compliance (AMOC) for the actions required by an Airworthiness Directive includes the specific actions by the certificate holder that address the unsafe condition or the change in compliance time? SRRs: 39.17; 39.19 *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder who has an alternate method of compliance (AMOC) for the accomplishment of an Airworthiness Directive, includes the specific actions by the Certificate Holder that address the unsafe condition or the change in compliance time. *Sources:* 121.367(a); 39.17; 39.19	☐ Yes ☐ No, Explain

	Interfaces: 1.3.6(AW); 2.1.1(AW); 2.1.1(OP)	
1.3.23	Each airplane has been shown to comply with Stage 3 or Stage 4 noise levels in accordance with 14 CFR Part 36? SRRs: 91.853 *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane has been shown to comply with Stage 3 or Stage 4 noise levels in accordance with CFR part 36. *Sources:* 121.367; 91.853 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.24	Each aircraft to be operated at night is equipped with an airspeed-indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing? SRRs: 121.323(e) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates at night, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an airspeed-indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing. *Sources:* 121.323(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.25	Each aircraft to be operated under IFR or over-the-top conditions is equipped with an airspeed-indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing? SRRs: 121.325(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates under IFR or over-the-top conditions, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an airspeed indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing. *Sources:* 121.325(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.26	Each aircraft to be operated under IFR or over-the-top conditions is equipped with a sensitive altimeter? SRRs: 121.325(b)	☐ Yes ☐ No, Explain
1.3.27	Each aircraft to be operated under IFR or over-the-top conditions is equipped with instrument lights providing enough light to make each required instrument, switch, or similar instrument, easily readable. They are installed so that the direct rays are shielded from the flight crewmembers' eyes, and that no objectionable reflections are visible to them. There must also be a means of controlling the intensity of illumination, unless it is shown that	☐ Yes ☐ No, Explain

	nondimming instrument lights are satisfactory? SRRs: 121.325(c) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable. *Sources:* 121.325(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that their direct rays are shielded from the pilot's eyes. *Sources:* 121.325(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that no objectionable reflections are visible to the pilot. *Sources:* 121.325(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is a means of controlling the intensity of illumination of instrument lights unless it is shown that nondimming instrument lights are satisfactory. *Sources:* 121.325(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.28	A transport category airplane or a non-transport category airplane type certificated after December 31, 1964, is equipped with an operable flight instrument pitot heating system that provides an indication to the flight crew that the pitot heating system is not operating; incorporates an amber light that is in clear view of a flight crewmember; is designed to alert the flight crew if the pitot heating system is switched "off," the pitot heating system is switched "on," and any pitot tube heating element is inoperative? SRRs: 121.342; 25.1326(b)(1); 25.1326(b)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a transport category airplane, that is equipped with a flight instrument pitot heating system, is also equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is switched "off". *Sources:* 121.342; 121.367; 25.1326(a); 25.1326(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2.	Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off". *Sources:* 121.342; 121.367; 25.1326(a); 25.1326(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	3.	Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a transport category airplane, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating if the pitot heating system is switched "on" and any pitot tube heating element is inoperative. *Sources:* 121.342; 121.367; 25.1326(a); 25.1326(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating if the pitot heating system is switched "on" and any pitot tube heating element is inoperative. *Sources:* 121.342; 121.367; 25.1326(a); 25.1326(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating. *Sources:* 121.342; 121.367; 25.1326(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off". *Sources:* 121.342; 121.367; 25.1326(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other	

	maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "on" and any pitot tube heating element is inoperative. *Sources:* 121.342; 121.367; 25.1326(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 8. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964 that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating. *Sources:* 121.342; 121.367; 25.1326(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 9. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964 that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off". *Sources:* 121.342; 121.367; 25.1326(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 10. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "on" and any pitot tube heating element is inoperative. *Sources:* 121.342; 121.367; 25.1326(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.29	Two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by air flow variation or moisture or other foreign matter, are installed on the airplane? SRRs: 121.313(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by air flow variation or moisture or other foreign matter are installed on the airplane.	☐ Yes ☐ No, Explain

	Sources: 121.313(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.30	When a means is provided for transferring an instrument from its primary operating system to an alternate system, the means includes a positive positioning control that is marked to indicate clearly which system is being used? SRRs: 121.313(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, when a means is provided for transferring an instrument from its primary operating system to an alternate system, the means includes a positive positioning control that is marked to indicate clearly which system is being used. *Sources:* 121.313(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.31	Each airplane to be operated at night is equipped with two landing lights except that only one light is required for each nontransport category airplane type certificated after December 31, 1964? SRRs: 121.323(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two landing lights. *Sources:* 121.323(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each nontransport category airplane type certificated after December 31, 1964 is equipped with at least one landing light. *Sources:* 121.323(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.32	Each airplane to be operated at night is equipped with position lights? SRRs: 121.323(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane operated at night is equipped position lights. *Sources:* 121.323(a); 121.367	☐ Yes ☐ No, Explain
1.3.33	Each airplane to be operated at night is equipped with an anti-collision light? SRRs: 121.323(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations	☐ Yes ☐ No, Explain

	ensures that each airplane that is operated at night is equipped with an anti-collision light. *Sources:* 121.323(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.34	The airplane contains the specified markings and placards, and any additional information, instrument markings, and placards, required for the safe operation if there are unusual design, operating, or handling characteristics? SRRs: 25.1541(a)(1); 25.1541(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that specified markings and placards, including placards required for the safe operation if there are unusual design, operating, or handling characteristics, are installed on each airplane. *Sources:* 121.367; 25.1541(a)(1); 25.1541(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane contains the specified markings and placards. *Sources:* 121.367; 25.1541(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane contains the specified markings and placards. *Sources:* 121.367; 25.1541(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.35	Each marking and placard prescribed in 14 CFR part 25, section 25.1541 (a) is displayed in a conspicuous place, and is not easily erased, disfigured, or obscured? SRRs: 25.1541(b)(2); 25.1541(b)(1)	☐ Yes ☐ No, Explain
1.3.36	The name of the certificate holder who is operating the aircraft, or the air carrier or operating certificate number of the certificate holder who is operating the aircraft, is legibly displayed on the aircraft and is clearly visible and readable from the outside of the aircraft to a person standing on the ground at any time except during flight time? SRRs: 119.9(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that the name of the Certificate Holder who is operating the aircraft, or the air carrier or operating certificate number of the Certificate Holder who is operating the aircraft, is legibly displayed on the aircraft and is clearly visible and readable from the outside of the aircraft to a person standing on the ground at any time except during flight time. *Sources:* 119.9(b); 121.367	☐ Yes ☐ No, Explain

	Interfaces: 1.3.1(AW); 1.3.2(AW)	
1.3.37	The means of displaying the name of the certificate holder on the aircraft (required by 14 CFR part 119, section 119.9(b)) and its readability is acceptable to the Administrator? SRRs: 119.9(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.38	A civil aircraft complies with approved Airplane or Rotorcraft Flight Manual markings, and placards? SRRs: 91.9(a)	☐ Yes ☐ No, Explain
1.3.39	Turbine-powered transport category airplane fuel tank access covers, located in an area where experience or analysis indicates a strike is likely, show by analysis or tests they minimize penetration and deformation by tire fragments, low energy engine debris, or other likely debris in order to avoid loss of hazardous quantities of fuel? SRRs: 121.316; 25.963(e)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered transport category airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that at all fuel tank covers located in an area where experience or analysis indicates a strike is likely have been shown by analysis or tests to minimize penetration and deformation by tire fragments, low energy engine debris, or other likely debris. *Sources:* 121.316; 121.367; 25.963(e)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.40	Turbine-powered transport category airplane fuel tank access covers are fire resistant as defined in 14 CFR part 1 to avoid loss of hazardous quantities of fuel? SRRs: 121.316; 25.963(e)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered transport category airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that at all fuel tank covers are fire resistant. *Sources:* 121.316; 121.367; 25.963(e)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.41	Each passenger emergency exit on the side of the fuselage is marked on the outside of the airplane with the means of opening that exit from the outside? SRRs: 121.310(g) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage and the means of opening that exit from the outside is marked on the outside of the airplane. *Sources:* 121.310(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.42	A 2-inch colored band is readily distinguishable from the surrounding fuselage area by contrast in color outlining it for each passenger emergency exit on the side of the fuselage? SRRs: 121.310(g)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage has a 2-inch colored band, readily distinguishable from the surrounding fuselage area by contrast in color outlining it. *Sources:* 121.310(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.43	When the opening means for each passenger emergency exit located on the side of the fuselage is located on only one side of the fuselage, it has a conspicuous marking to that effect provided on the other side of the fuselage? SRRs: 121.310(g)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage, when the opening means for such an exit is located on only one side of the fuselage, has a conspicuous marking to that effect provided on the other side. *Sources:* 121.310(g)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.44	The external means of opening and applicable instructions for each passenger emergency exit that is not on the side of the fuselage area marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow? SRRs: 121.310(g)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit that is not on the side of the fuselage has the external means of opening and applicable instructions marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow. *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.45	For an airplane type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, the required crew emergency exits are accessible under all cargo loading conditions, in each Class E cargo compartment? SRRs: 121.211(b); 121.221(f)(5) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air	☐ Yes ☐ No, Explain ☐ Not Applicable

	Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that in each Class E cargo compartment, the required crew emergency exits are accessible under all cargo loading conditions. *Sources:* 121.135(a)(1); 121.211(b); 121.221(f)(5) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.46	The aircraft is in airworthy condition and meets the applicable airworthiness requirements of its type certificate data sheet? SRRs: 121.153(a)(2); 21.41 *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to review the engine Type Certificate Data Sheet for applicable airworthiness requirements to ensure that the engine/s meet type design. *Sources:* 121.135(b)(17); 121.367; 21.41 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.47	There is a means for indicating the adequacy of the power being supplied to required flight instruments? SRRs: 121.313(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there is a means for indicating the adequacy of the power being supplied to required flight instruments. *Sources:* 121.313(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.48	A large turbine-engine-powered airplane, or a large pressurized airplane with four reciprocating engines, has an approved cockpit voice recorder installed? SRRs: 121.359(a); 91.609(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that aircraft listed in the holder's operations specifications or current list of aircraft used in air transportation complies with any applicable flight recorder requirements of the part under which its certificate is issued. *Sources:* 121.367; 91.609(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.49	Each cockpit voice recorder and flight recorder container is either bright orange or bright yellow and has reflective tape affixed to the external surface to facilitate its location underwater? SRRs: 121.359(c)(2)(i); 121.359(c)(2)(ii); 25.1459(d)(2); 25.1459(d)(1) *Related Design JTIs:*	☐ Yes ☐ No, Explain ☐ Not Applicable

	1. Check that the Certificate Holder, who operates a large turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that an approved cockpit voice recorder is installed in each aircraft. *Sources:* 121.359(a); 121.367; 91.609(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a large pressurized airplane with four reciprocating engines has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that an approved cockpit voice recorder is installed in each airplane. *Sources:* 121.359(a); 121.367; 91.609(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each voice recorder container is either bright orange or bright yellow. *Sources:* 121.359(c)(2)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder container has reflective tape affixed to the external surface to facilitate its location under water. *Sources:* 121.359(c)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder has an approved underwater locating device on or adjacent to the container which is secured in such a manner that it is not likely to be separated during crash impact. *Sources:* 121.359(c)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder container is either bright orange or bright yellow. *Sources:* 121.367; 25.1459(d)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder container has reflective tape affixed to the external surface to facilitate its location under water. *Sources:* 121.367; 25.1459(d)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.50	Each cockpit voice recorder has an approved underwater locating device on or adjacent to the recorder container that is secured in such a manner that it is not likely to be separated during crash impact? SRRs: 121.343(k) *Related Design JTIs:*	☐ Yes ☐ No, Explain

	1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder has an approved device to assist in locating that recorder under water secured in such a manner that it is not likely to be separated during crash impact. *Sources:* 121.343(k); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.51	Each flight recorder has an approved device to assist in locating that recorder underwater secured in such a manner that it is not likely to be separated during crash impact? SRRs: 121.359(c)(2)(iii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder has an approved underwater locating device on or adjacent to the container which is secured in such a manner that it is not likely to be separated during crash impact. *Sources:* 121.359(c)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.52	Instruments and equipment are approved and installed in accordance with the airworthiness requirements applicable to them? SRRs: 121.303(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that instruments and equipment are approved and installed in accordance with the airworthiness requirements applicable to them. *Sources:* 121.303(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.53	Each aircraft to be operated at night and IFR over the top has instrument lights that provide enough light to make each required instrument, switch, or similar instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes and so that no objectionable reflections are visible to them, and there must be a means of controlling the intensity of illumination unless it is shown that nondimming instrument lights are satisfactory? SRRs: 121.323(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable. *Sources:* 121.323(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance,	☐ Yes ☐ No, Explain

	preventive maintenance, and alterations that ensures that instrument lights are installed so that their direct rays are shielded from the pilot's eyes. *Sources:* 121.323(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that no objectionable reflections are visible to the pilot. *Sources:* 121.323(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is a means of controlling the intensity of illumination of instrument lights unless it is shown that nondimming instrument lights are satisfactory. *Sources:* 121.323(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.54	Each airplane is equipped with an airspeed indicating system calibrated in knots, and each airspeed limitation and item of related information in the AFM and pertinent placards is expressed in knots? SRRs: 121.303(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an airspeed indicating system calibrated in knots. *Sources:* 121.303(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airspeed limitation and item of related information in the AFM and pertinent placards is expressed in knots. *Sources:* 121.303(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.55	Each airplane is equipped with a sensitive altimeter at each pilot station? SRRs: 121.305(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a sensitive altimeter at each pilot station. *Sources:* 121.305(b); 121.367; 25.1303(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.56	Each airplane is equipped with a sweep-second hand clock or approved	☐ Yes

	equivalent? SRRs: 121.305(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a sweep-second hand clock or approved equivalent. *Sources:* 121.305(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ No, Explain
1.3.57	A turbojet-powered airplane is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR part 121, section 121.305(k)? SRRs: 121.305(e); 121.305(j)(1); 121.305(j) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates turbojet powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system. *Sources:* 121.305(j)(1); 121.305(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system. *Sources:* 121.305(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system. *Sources:* 121.305(k)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that operates independently of any other attitude indicating system. *Sources:* 121.305(k)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that in addition to two gyroscopic bank and pitch indicators	☐ Yes ☐ No, Explain ☐ Not Applicable

	(artificial horizons) for use at the pilot stations, a third such instrument is installed that is operative without selection after total failure of the electrical generating system. *Sources:* 121.305(k)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station. *Sources:* 121.305(k)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is appropriately lighted during all phases of operation. *Sources:* 121.305(k)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.58	A turbopropeller-powered airplane having a passenger-seat configuration of more than 30 seats, excluding each crewmember seat, or a payload capacity of more than 7,500 pounds is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR part 121, section 121.305(k)? SRRs: 121.305(e); 121.305(j)(2); 121.305(j) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbopropeller powered airplane having a passenger-seat configuration of more than 30 seats, excluding each crewmember seat, or a payload capacity of more than 7,500 pounds, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed. *Sources:* 121.305(j)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system. *Sources:* 121.305(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that continues reliable operation for a minimum of 30	☐ Yes ☐ No, Explain ☐ Not Applicable

	minutes after total failure of the electrical generating system. *Sources:* 121.305(k)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that operates independently of any other attitude indicating system. *Sources:* 121.305(k)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is operative without selection after total failure of the electrical generating system. *Sources:* 121.305(k)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station. *Sources:* 121.305(k)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is appropriately lighted during all phases of operation. *Sources:* 121.305(k)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.59	Each turbopropeller-powered airplane having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less that is manufactured on or after March 20, 1997, is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR part 121, section 121.305(k)? SRRs: 121.305(e); 121.305(j)(3); 121.305(j) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system. *Sources:* 121.305(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system. *Sources:* 121.305(k)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that operates independently of any other attitude indicating system. *Sources:* 121.305(k)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is operative without selection after total failure of the electrical generating system. *Sources:* 121.305(k)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station. *Sources:* 121.305(k)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is appropriately lighted during all phases of operation. *Sources:* 121.305(k)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.60	After December 20, 2010, each turbopropeller-powered airplane hav ng a passenger seat configuration of 10-30 seats and a payload capacity of 7,500 pounds or less that was manufactured before March 20, 1997, is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR part 121, section 121.305(k)? SRRs: 121.305(e); 121.305(j)(4); 121.305(j) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument	☐ Yes ☐ No, Explain ☐ Not Applicable

	is installed that is powered from a source independent of the electrical generating system. *Sources:* 121.305(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system. *Sources:* 121.305(k)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that operates independently of any other attitude indicating system. *Sources:* 121.305(k)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is operative without selection after total failure of the electrical generating system. *Sources:* 121.305(k)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station. *Sources:* 121.305(k)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is appropriately lighted during all phases of operation. *Sources:* 121.305(k)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.61	Each airplane is equipped with a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator)? SRRs: 121.305(f) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an aircraft that does not have a third attitude instrument system usable through flight attitudes of 360 of pitch and roll installed, has an inspection program	☐ Yes ☐ No, Explain ☐ Not Applicable

	and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator). *Sources:* 121.305(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.62	When a third attitude instrument system usable through flight attitudes of 360 of pitch and roll is installed in accordance with 14 CFR part 121, section 121.305 (k), a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) or a slip-skid indicator is installed? SRRs: 121.305(f) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a large aircraft with a third attitude instrument system usable through flight attitudes of 360 of pitch and roll installed, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with at least a slip-skid indicator. *Sources:* 121.305(f); 121.367; 25.1303(b)(4) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.63	Each airplane is equipped with a gyroscopic direction indicator (directional gyro or equivalent)? SRRs: 121.305(g) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a gyroscopic direction indicator (directional gyro or equivalent). *Sources:* 121.305(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.64	Each airplane is equipped with a magnetic compass? SRRs: 121.305(h) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a magnetic compass, installed so that the instrument is visible from each pilot station and so that its accuracy is not excessively affected by the airplane's vibration or magnetic fields. *Sources:* 121.305(h); 121.367; 25.1303(a)(3); 25.1327(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.65	Each airplane is equipped with a vertical speed indicator (rate-of-climb indicator) at each pilot station? SRRs: 121.305(i); 25.1303(b)(3) *Related Design JTIs:*	☐ Yes ☐ No, Explain

	1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a vertical speed indicator (rate-of-climb indicator) at each pilot station. *Sources:* 121.305(i); 121.367; 25.1303(b)(3) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.66	Each airplane is equipped with a speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01? SRRs: 25.1303(c)(1); 91.603 *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01. *Sources:* 121.367; 25.1303(c)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.67	For each required powerplant instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line and the normal operating range with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument? SRRs: 25.1549(a); 25.1549(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the normal operating range is marked with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(b) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.68	For each auxiliary power unit instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line and the normal operating range with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument?	☐ Yes ☐ No, Explain

	SRRs: 25.1549(a); 25.1549(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument the normal operating range is marked with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(b) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.69	For each engine and auxiliary power unit instrument, as appropriate to the type of instrument, each takeoff and precautionary range is marked with a yellow arc or a yellow line? SRRs: 25.1549(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the takeoff and precautionary range is marked with a yellow arc or a yellow line as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that for each auxiliary power unit instrument, the precautionary range is marked with a yellow arc or a yellow line as appropriate to the type of instrument. *Sources:* 121.367; 25.1549(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.70	For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instrument, each engine, auxiliary power unit, or propeller speed range that is restricted because of excessive vibration stresses, is marked with red arcs or red lines? SRRs: 25.1549(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, each engine, or propeller speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. *Sources:* 121.367; 25.1549(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain

	2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument, , auxiliary power unit speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. *Sources:* 121.367; 25.1549(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.71	Each airplane is equipped with a fuel pressure indicator for each engine? SRRs: 121.307(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a fuel pressure indicator for each engine. *Sources:* 121.307(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.72	Each airplane is equipped with an independent fuel pressure warning device for each engine or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device? SRRs: 121.307(k) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an independent fuel pressure warning device for each engine or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device. *Sources:* 121.307(k); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.73	Each airplane is equipped with a fuel flowmeter indicator for each engine? SRRs: 121.307(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a reciprocating engine powered airplane, not equipped with an automatic altitude mixture control, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a fuel mixture indicator for each engine. *Sources:* 121.307(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a fuel flowmeter indicator for each engine.	☐ Yes ☐ No, Explain ☐ Not Applicable

	Sources: 121.307(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.74	Each airplane is equipped with a means for indicating fuel quantity in each fuel tank to be used? SRRs: 121.307(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a means for indicating fuel quantity in each fuel tank to be used. *Sources:* 121.307(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.75	Each airplane is equipped with an oil pressure indicator for each engine? SRRs: 121.307(g) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil pressure indicator for each engine. *Sources:* 121.307(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.76	An oil quantity indicator for each oil tank when a transfer or separate oil reserve supply is used? SRRs: 121.307(h) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil quantity indicator for each oil tank when a transfer or separate oil reserve supply is used. *Sources:* 121.307(h); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.77	Each airplane is equipped with an oil-in temperature indicator for each engine? SRRs: 121.307(i) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil-in temperature indicator for each engine. *Sources:* 121.307(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain

1.3.78	Each airplane is equipped with a tachometer for each engine? SRRs: 121.307(j) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a tachometer for each engine. *Sources:* 121.307(j); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.79	A device for each reversible propeller, to indicate to the pilot when the propeller is in reverse, complies with 14 CFR part 121, sections 121.307(l)(1)&(2)? SRRs: 121.307(l)(1); 121.307(l)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbopropeller engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a device for each reversible propeller, actuated by the propeller blade angle or be directly responsive to it, to indicate to the pilot when the propeller is in reverse pitch that may be actuated at any point in the reversing cycle between the normal low pitch stop position and full reverse pitch, but it may not give an indication at or above the normal low pitch stop position. *Sources:* 121.307(l)(1); 121.307(l)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.80	Each airplane is equipped with two systems for two-way radio communications, with controls for each accessible from each pilot station? SRRs: 121.345(a); 121.345(b); 25.1307(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two systems for two-way radio communications, with controls for each accessible from each pilot station. *Sources:* 121.367; 25.1307(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.81	Each airplane is equipped with two systems for radio navigation, with controls for each accessible from each pilot station? SRRs: 25.1307(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two systems for radio navigation, with controls for each accessible from each pilot station. *Sources:* 121.367; 25.1307(e)	☐ Yes ☐ No, Explain

	Interfaces: 1.3.1(AW); 1.3.2(AW)	
1.3.82	An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to communicate with at least one appropriate ground station from any point on the route? SRRs: 121.347(a)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to communicate with at least one appropriate ground station from any point on the route. *Sources:* 121.347(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.83	An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to communicate with appropriate traffic control facilities from any point within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport in which flights are intended? SRRs: 121.347(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to communicate with appropriate traffic control facilities from any point within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace. *Sources:* 121.347(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.84	An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to receive meteorological information from any point en route by either of two independent systems? SRRs: 121.347(a)(3) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive meteorological information from any point en route by either of two independent systems. *Sources:* 121.347(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain

1.3.85	An airplane for night under VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to fulfill the functions specified in 14 CFR part 121, section 121.347(a) and to receive radio navigational signals applicable to the route flown, except that a marker beacon receiver or ILS receiver is not required? SRRs: 121.347(b) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane at night under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive radio navigational signals applicable to the route flown. *Sources:* 121.347(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.86	An airplane under VFR over routes that cannot be navigated by pilotage is equipped with that radio equipment necessary under normal operating conditions to fulfill the functions specified in 14 CFR part 121, section 121.347(a) and to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used? SRRs: 121.349(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane under VFR over routes that cannot be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used. *Sources:* 121.349(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane under IFR or over-the-top over routes that cannot be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used. *Sources:* 121.349(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.87	For an airplane operating over routes in which navigation is based on low frequency radio range or automatic direction finding, only one low frequency radio range or ADF receiver need be installed if the airplane is equipped with two VOR receivers, and VOR navigational aids are so located and the airplane is so fueled that, in the case of failure of the low frequency radio	☐ Yes ☐ No, Explain ☐ Not Applicable

	range receiver or ADF receiver, the flight may proceed safely to a suitable airport, by means of VOR aids, and complete an instrument approach by use of the remaining airplane radio system? SRRs: 121.349(b) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane over routes on which navigation is based on low frequency radio range or automatic direction finding and the airplane is equipped with two VOR receivers, and VOR navigational aids, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with at least one low frequency radio range or ADF receiver. *Sources:* 121.349(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.88	Whenever VOR navigational receivers are required by 14 CFR part 121, section 121.349(a) or (b), at least one approved distance measuring equipment unit (DME) capable of receiving and indicating distance information from VORTAC facilities is installed on each airplane when operated in the 50 states and the District of Columbia? SRRs: 121.349(c) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane over routes on which navigation is based on low frequency radio range or automatic direction finding and the airplane is equipped with two VOR receivers, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with at least one approved distance measuring equipment unit (DME) capable of receiving and indicating distance information from VORTAC facilities. *Sources:* 121.349(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.89	An airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less under IFR or in extended overwater operations unless it has, in addition to any other required radio communications and navigational equipment appropriate to the facilities to be used that are capable of transmitting to, and receiving from, at any place on the route to be flown at least one ground facility, two microphones, and two headsets or one headset and one speaker? SRRs: 121.349(e) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less under IFR has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two microphones, and two headsets or one headset and one speaker. *Sources:* 121.349(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check that the Certificate Holder, who operates an airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less in extended overwater operations has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two microphones, and two headsets or one headset and one speaker. *Sources:* 121.349(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.90	An airplane for extended overwater operations, where VOR or ADF radio navigation equipment is unusable along a portion of the route, is equipped with two long-range navigation systems? SRRs: 121.351(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane in extended overwater operations, where VOR or ADF radio navigation equipment is unusable along a portion of the route, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two long-range navigation systems. *Sources:* 121.351(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.91	An airplane using Doppler Radar or an Inertial Navigation System outside the 48 contiguous states and the District of Columbia, unless such systems have been approved in accordance with 14 CFR part 121, Appendix G? SRRs: 121.355(a)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane using Doppler Radar or an Inertial Navigation System outside the 48 contiguous States and the District of Columbia, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that such systems have been approved in accordance with CFR 121 appendix G. *Sources:* 121.355(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.92	An airplane using Doppler Radar or an Inertial Navigation System within the 48 contiguous states and the District of Columbia, or any other specialized means of navigation, has an adequate airborne system provided for the specialized navigation authorized for the particular operation? SRRs: 121.355(a)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.93	A turbine-powered airplane of more than 33,000 pounds maximum certificated takeoff weight is equipped and operated with an appropriate class of Mode S transponder that meets TSO C-112, or later version? SRRs: 121.356	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.94	A turbine-powered airplane of more than 33,000 pounds maximum certificated takeoff weight is equipped and operated with an approved collision avoidance system listed in the table of 14 CFR part 121, section 121.356?	☐ Yes ☐ No, Explain ☐ Not Applicable

	SRRs: 121.356	
1.3.95	A passenger or combination cargo/passenger (combi) airplane that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats is equipped and operated according to the table in 14 CFR part 121, section 121.356? SRRs: 121.356	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.96	ATC Transponder equipment that was installed through January 1, 1992, meets the performance and environmental requirements of any class of TSO-C74b or any class of TSO-C74c as appropriate, provided that the equipment was manufactured before January 1, 1990, or the appropriate class of TSO-C112 (Mode S)? SRRs: 121.345(c)(1)(i); 121.345(c)(1)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder, who has ATC Transponder equipment that was installed through January 1, 1992, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the equipment meets the performance and environmental requirements of any class of TSO-C74b or any class of TSO-C74c as appropriate, provided that the equipment was manufactured before January 1, 1990, or the appropriate class of TSO-C112 (Mode S). *Sources:* 121.345(c)(1)(i); 121.345(c)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.97	ATC Transponder equipment that was installed after January 1, 1992, meets the performance and environmental requirements of the appropriate class of TSO-C112 (Mode S)? SRRs: 121.345(c)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who has ATC Transponder equipment that was installed after January 1, 1992, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the equipment meets the performance and environmental requirements of the appropriate class of TSO-C112 (Mode S). *Sources:* 121.345(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.98	Any transport category airplane (except C-46 type airplanes) or a nontransport category airplane certificated after December 31, 1964, has approved airborne weather radar equipment installed? SRRs: 121.357(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category airplane (except c-46 type airplanes) has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne weather radar. *Sources:* 121.357(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a nontransport	☐ Yes ☐ No, Explain ☐ Not Applicable

	category airplane, certificated after December 31, 1964, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne weather radar. *Sources:* 121.357(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.99	A turbine-powered airplane manufactured after January 2, 1991, is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems? SRRs: 121.358(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine-powered airplane manufactured after January 2, 1991, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.100	Airplanes listed in 14 CFR part 121, section 121.358(b)(1)(i)-(x) and any other aircraft manufactured before January 3, 1991 are equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these system? SRRs: 121.358(b)(1)(i); 121.358(b)(1)(ii); 121.358(b)(1)(iii); 121.358(b)(1)(iv); 121.358(b)(1)(v); 121.358(b)(1)(vi); 121.358(b)(1)(vii); 121.358(b)(1)(viii); 121.358(b)(1)(ix); 121.358(b)(1)(x) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an A-300-600 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an A-310 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates an A-320 airplane manufactured before January 3, 1991 has an inspection program and	☐ Yes ☐ No, Explain ☐ Not Applicable

		a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder, who operates an B-737-300, 400, or 500 series airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(iv); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates an B-747-400 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(v); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates an B-757 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(vi); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates an B-767 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(vii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder, who operates an F-100 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(viii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	9.	Check that the Certificate Holder, who operates an MD-11 airplane	

	manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(ix); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 10. Check that the Certificate Holder, who operates an MD-80 series airplane, manufactured before January 3, 1991, that is equipped with an EFIS and Honeywell-970 digital flight guidance computer, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(1)(x); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 11. Check that the Certificate Holder, who operates a turbine-powered airplane manufactured before January 3, 1991, not listed in 14 CFR Part 121.358(b)(1)(i) through 121.358(b)(1)(x), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne windshear warning system, an approved airborne windshear detection and avoidance system, or an approved combination of these systems. *Sources:* 121.358(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.101	A turbojet-powered airplane is equipped with an approved altitude alerting system or device? SRRs: 91.219(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbojet powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved altitude alerting system or device. *Sources:* 121.367; 91.219(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.102	A turbine-powered airplane is equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)-C151 and an approved terrain situational awareness display? SRRs: 121.354(a); 121.354(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.103	Except for airplanes that comply w th the requirements of 14 CFR part 25, section 25.729 after January 6, 1992, each airplane that has an established approach wing-flap position, where the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual and the landing gear is not fully extended and locked, has a	☐ Yes ☐ No, Explain ☐ Not Applicable

	landing gear aural warning device that functions continuously under those conditions? SRRs: 121.289(a)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with an established approach wing-flap position, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual and the landing gear is not fully extended and locked. *Sources:* 121.289(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.104	Except for airplanes that comply w th the requirements of 14 CFR part 25, section 25.729 after January 6, 1992, each airplane that does not have an established approach climb wing-flap position, whenever the wing flaps are extended beyond the position at which landing gear extension is normally performed and the landing gear is not fully extended and locked, has a landing gear aural warning device that functions continuously under those conditions? SRRs: 121.289(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with an established approach wing-flap position, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the position at which landing gear extension is normally performed and the landing gear is not fully extended and locked. *Sources:* 121.289(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.105	For turbine engine powered airplanes and airplanes with VMO/MMO greater than 0.8 VDF/MDF or 0.8 V D/MD, the speed warning device gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds V MO plus 6 knots or MMO +0.01, and the upper limit of the production tolerance for the warning device does not exceed the prescribed warning speed? SRRs: 25.1303(c)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine engine powered airplanes, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an aural speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01. *Sources:* 121.367; 25.1303(c)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable

	Interfaces: 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane with VMO/MMO greater than 0.8 VDF/MDF or 0.8 VD/MD, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an aural speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01. *Sources:* 121.367; 25.1303(c)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.106	Airplanes used in operations in an area or on a route where an RNP type is specified have installed, operational and approved at dispatch, one of the navigation system configurations listed in B036a-e and is approved? SRRs: B.036c(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two independent inertial navigation systems (INS), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational. *Sources:* 121.367; B.036Class II Navigation *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two flight management system/navigation sensor combinations (or equivalent), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational. *Sources:* 121.367; B.036Class II Navigation *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two independent approved GPS navigation systems acceptable for primary means of Class II navigation in oceanic and remote areas, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational. *Sources:* 121.367; B.036Class II Navigation *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using inertial navigation systems that use a mixed position solution (e.g., triple mix), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational. *Sources:* 121.367; B.036Class II Navigation *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.107	The cockpit seat cushions meet the applicable flammability requirements under which the airplane was type certificated? SRRs: 121.312(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that the cockpit seat cushions meet the applicable flammability requirements under which the airplane was type certificated. *Sources:* 121.312(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.108	Each item of emergency and flotation equipment in 14 CFR part 121, sections 121.309, 121.310, 121.339, and 121.340-is: SRRs: 121.309(b)(1); 121.309(b)(2); 121.309(b)(3); 121.309(b)(4)	
1.3.108.1	Inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes? SRRs: 121.309(b)(1) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is inspected regularly in accordance with inspection periods established in the operations specifications. *Sources:* 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.309(b)(1); 121.310(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.108.2	Readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers? SRRs: 121.309(b)(2)	☐ Yes ☐ No, Explain

	Related Design JTIs: 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is readily accessible to the crew. *Sources:* 121.309(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers. *Sources:* 121.309(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.108.3	Clearly identified and clearly marked to indicate its method of operation? SRRs: 121.309(b)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(c)(7); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each class E cargo compartment, is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, is clearly identified and clearly marked to indicate its method of operation.	☐ Yes ☐ No, Explain

	Sources: 121.309(b)(3); 121.309(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley that is located in a passenger compartment, is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(c)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.310(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.108.4	Marked as to contents and the compartment or container, or the item itself is marked as to date of last inspection, when an item of emergency and flotation equipment in 14 CFR, part 121, sections 121.309, 121.310, 121.339, or 121.340 is carried in a compartment or container? SRRs: 121.309(b)(4) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or container, the compartment or container, or the item itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection.	☐ Yes ☐ No, Explain

	Sources: 121.309(b)(4); 121.309(c)(7); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley that is located in a passenger compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(c)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.310(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.109	Hand fire extinguishers of an approved type are the type and quantity of extinguishing agent that are suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used and, for passenger compartments, are designed to minimize the hazard of toxic gas concentrations? SRRs: 121.309(c)(1) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently located on the flight deck for use by the flightcrew.	☐ Yes ☐ No, Explain

	Sources: 121.309(c)(1); 121.309(c)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that hand fire extinguishers of an approved type, designed to minimize the hazard of toxic gas concentrations, are provided for use in passenger compartments, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used. *Sources:* 121.309(c)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, for those cases where a galley is located in a passenger compartment, at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, designed to minimize the hazard of toxic gas concentrations, is conveniently located and easily accessible for use in the galley. *Sources:* 121.309(c)(1); 121.309(c)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.110	Cargo compartments have at least one hand fire extinguisher conveniently located for use in each class E cargo compartment that is accessible to crewmembers during flight? SRRs: 121.309(c)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment is conveniently located and accessible to crewmembers during flight for use in each class E compartment. *Sources:* 121.309(c)(1); 121.309(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each class E cargo compartment, is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(c)(2); 121.367	☐ Yes ☐ No, Explain ☐ Not Applicable

	Interfaces: 1.3.1(AW); 1.3.2(AW)	
1.3.111	For galley compartments, at least one hand fire extinguisher is conveniently located for use in each galley located in a compartment other than a passenger, cargo, or crew compartment? SRRs: 121.309(c)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently located on the flight deck for use by the flightcrew. *Sources:* 121.309(c)(1); 121.309(c)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, is conveniently located for use in each galley, located in a compartment other than a passenger, cargo, or crew compartment. *Sources:* 121.309(c)(1); 121.309(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.112	For flightcrew compartments, at least one hand fire extinguisher is conveniently located on the flight deck for use by the flightcrew? SRRs: 121.309(c)(4) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently	☐ Yes ☐ No, Explain

	located on the flight deck for use by the flightcrew. *Sources:* 121.309(c)(1); 121.309(c)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.113	For passenger compartments, hand fire extinguishers for use in passenger compartments are conveniently located and, when two or more are required, uniformly distributed throughout each compartment? SRRs: 121.309(c)(5)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.114	Hand fire extinguishers are provided in passenger compartments as follows: SRRs: 121.309(c)(5)	
1.3.114.1	For airplanes hav ng passenger seats accommodating more than 6 but fewer than 31 passengers, at least one? SRRs: 121.309(c)(5)(i) *Related Design JTIs:* 1. Check that the Certificate Holder, whose airplane has passenger seats accommodating more than 6 but fewer than 31 passengers has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher is conveniently located in passenger compartment. *Sources:* 121.309(c)(5)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.114.2	For airplanes having passenger seats accommodating more than 30 but fewer than 61 passengers, at least two? SRRs: 121.309(c)(5)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder, whose airplane has passenger seats accommodating more than 30 but fewer than 61 passengers has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least two hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.114.3	For airplanes having passenger seats accommodating more than 60 passengers, at least the number of hand fire extinguishers required by the table in 14 CFR part 121, section 121.309(c)(5)(iii)? SRRs: 121.309(c)(5)(iii) *Related Design JTIs:* 1. Check that the Certificate Holder, whose airplane has passenger seats accommodating 61 through 200 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least three hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check that the Certificate Holder, whose airplane has passenger seats accommodating 201 through 300 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least four hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, whose airplane has passenger seats accommodating 301 through 400 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least five hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, whose airplane has passenger seats accommodating 401 through 500 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least six hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder, whose airplane has passenger seats accommodating 501 through 600 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least seven hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder, whose airplane has passenger seats accommodating 601 or more passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least eight hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. *Sources:* 121.309(c)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.115	Approved protective breathing equipment (PBE) meeting the equipment, breathing gas, and communication requirements contained in 14 CFR part 121, section 121.337(b) are provided? SRRs: 121.337(a); 121.337(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is furnished with protective breathing equipment that will protect the flightcrew from the effects of smoke, carbon dioxide or other harmful gases or an oxygen deficient environment caused by other than an airplane depressurization while on flight deck duty.	☐ Yes ☐ No, Explain

		Sources: 121.337(a); 121.337(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	2.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that approved protective breathing equipment (PBE) that supplies breathing gas for 15 minutes at a pressure altitude of 8,000 feet that protects crewmembers from the effects of smoke, carbon dioxide or other harmful gases while combating fires on board the airplane. *Sources:* 121.337(a); 121.337(b)(1); 121.337(b)(7)(i)(B); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	3.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the part of the protective breathing equipment protecting the eyes does not impair the wearer's vision to the extent that a crewmember's duties cannot be accomplished and must allow corrective glasses to be worn without impairment of vision. *Sources:* 121.337(b)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is provided that, while in use, allows any crewmember to use the airplane interphone system at any of the flight attendant stations. *Sources:* 121.337(b)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that breathing equipment (PBE) is provided, if other than chemical oxygen generators, there is a means to allow the crew to readily determine, during the equipment preflight that the gas supply is fully charged. *Sources:* 121.337(b)(7)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment with a fixed or portable breathing gas supply meeting the requirements of this section is conveniently located on the flight deck and be easily accessible for immediate use by each required flight crewmember at his or her assigned duty station. *Sources:* 121.337(b)(8); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that one PBE with a portable breathing gas supply is accessible and conveniently located for immediate use by crewmembers in combating fires for each hand fire extinguisher for use in a galley, other than a galley located in a passenger, cargo, or crew compartment. *Sources:* 121.337(b)(9)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder's inspection program and program	

	covering other maintenance, preventive maintenance and alterations ensures that one PBE with a portable breathing gas supply is accessible and conveniently located for immediate use by crewmembers in combating fires on the flight deck. *Sources:* 121.337(b)(9)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 9. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures in each passenger compartment, one PBE with a portable breathing gas supply is located within 3 feet of each required hand fire extinguisher required by 14 CFR 121.309. *Sources:* 121.337(b)(9)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.116	The approved protective breathing equipment (PBE) is inspected regularly in accordance with inspection guidelines and the inspection periods established by the equipment manufacturer to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes? SRRs: 121.337(b)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment is inspected regularly in accordance with inspection guidelines and the inspection periods established by the equipment manufacturer. *Sources:* 121.337(a); 121.337(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment (PBE) is inspected regularly in accordance with inspection guidelines and established inspection periods. *Sources:* 121.337(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.117	One PBE is provided for each hand fire extinguisher located for use in a galley other than a galley located in a passenger, cargo, or crew compartment? SRRs: 121.337(b)(9)(i) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is installed for the use of appropriate crewmembers in each class A, B, or E cargo compartment. *Sources:* 121.367; 25.1439(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is installed in each isolated separate compartment in the airplane, including upper and	☐ Yes ☐ No, Explain ☐ Not Applicable

	lower lobe galleys, in which crewmember occupancy is permitted during flight for the maximum number of crewmembers expected to be in the area during any operation. *Sources:* 121.367; 25.1439(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.118	One PBE is provided on the flight deck? SRRs: 121.337(b)(9)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment is easily accessible and conveniently located on the flight deck for immediate use by crewmembers in combating fires. *Sources:* 121.337(a); 121.337(b)(9)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.119	In each passenger compartment, one PBE is provided for each hand fire extinguisher required by 14 CFR part 121, section 121.309 and located within 3 feet of each required hand fire extinguisher? SRRs: 121.337(b)(9)(iii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.120	When operating a turbine-engine-powered airplane with a pressurized cabin, oxygen and dispensing equipment is furnished that complies with 14 CFR part 121, section 121.333(b) through (e) in the event of cabin pressurization failure? SRRs: 121.333(a); 121.333(b); 121.333(c)(1); 121.333(d); 121.333(e) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine engine powered airplane at flight altitudes above flight level 250, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each flight crewmember on flight deck duty is provided with an oxygen mask, so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand. *Sources:* 121.333(a); 121.333(c)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a turbine engine powered airplane at flight altitudes above flight level 250, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each flight crewmember on flight deck duty is provided with an oxygen mask, so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system. *Sources:* 121.333(a); 121.333(c)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a turbine engine powered airplane with a pressurized cabin above flight level 250, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each flight crewmember on flight deck duty must be provided with a quick-	☐ Yes ☐ No, Explain ☐ Not Applicable

	donning type oxygen dispensing unit connected to an oxygen supply terminal so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand, within five seconds and without disturbing eyeglasses or causing delay in proceeding with emergency duties. *Sources:* 121.333(a); 121.333(c)(1); 121.367; 25.1447(c)(2)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.121	A transport category airplane that was type certificated after January 1, 1958, or a nontransport category airplane manufactured after March 20, 1997, is equipped at each flight deck station with a combined safety belt and shoulder harness that meets the applicable requirements specified in 14 CFR part 25, section 25.785, effective March 6, 1980? SRRs: 121.311(f); 25.785(g) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category airplane that was type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped at each flight deck station with a combined safety belt and shoulder harness consisting of a combined safety belt and shoulder harness with a single-point release that permits the flight deck occupant, when seated with the restraint system fastened, to perform all of the occupant's necessary flight deck functions. *Sources:* 121.311(f); 121.367; 25.785(g) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a transport category airplane that was type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each safety belt and shoulder harness on the flight deck has a means to secure each combined restraint system when not in use to prevent interference with the operation of the airplane and with rapid egress in an emergency. *Sources:* 121.311(f); 121.367; 25.785(g) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.122	Each airplane is equipped with a windshield wiper or equivalent for each pilot station? SRRs: 121.313(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each airplane is equipped with a windshield wiper or equivalent for each pilot station. *Sources:* 121.313(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.123	Each airplane type certificated under Aero Bulletin 7A or part 04 of the Civil Air Regulations in effect before November 1, 1946, meets the special airworthiness requirements in 14 CFR part 121, sections 121.215 through 121.283?	☐ Yes ☐ No, Explain ☐ Not Applicable

	SRRs: 121.211(b); 121.217; 121.219; 121.239(a)(1); 121.239(a)(2); 121.239(a)(3); 121.239(b); 121.241; 121.245; 121.251; 121.253(a); 121.261; 121.265; 121.267; 121.269; 121.271(a); 121.271(b); 121.273; 121.275; 121.279(b); 121.283; 121.215; 121.239; 121.243; 121.247; 121.249; 121.255; 121.257; 121.259; 121.263; 121.281; 121.253(b); 121.277(a); 121.277(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, each engine, or propeller speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. *Sources:* 121.367; 25.1549(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument, , auxiliary power unit speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. *Sources:* 121.367; 25.1549(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each compartment used by the crew or passengers is at least flash resistant. *Sources:* 121.211(b); 121.215(a); 121.215(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the wall and ceiling linings and the covering of upholstering, floors, and furnishings of each compartment used by the crew or passengers is flame resistant. *Sources:* 121.211(b); 121.215(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each compartment where smoking is to be allowed is equipped with self-contained ash trays that are completely removable. *Sources:* 121.211(b); 121.215(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each receptacle used for towels, papers, and waste is of fire-resistant material. *Sources:* 121.211(b); 121.215(e); 121.367	

		Interfaces: 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each receptacle used for towels, papers, and waste has a cover or other means of containing possible fires started in the receptacles. *Sources:* 121.211(b); 121.215(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is suitable ventilation in each passenger or crew compartment. *Sources:* 121.211(b); 121.219 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	9.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, materials used in the construction of the compartments, including tie-down equipment, is at least flame resistant. *Sources:* 121.221(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	10.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that no compartment includes controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment. *Sources:* 121.221(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	11.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that cargo or baggage may not interfere with the functioning of the fire-protective features of the compartment. *Sources:* 121.221(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	12.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that materials used in the construction of the compartments, including tie-down equipment, are at least flame resistant. *Sources:* 121.221(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	13.	Check that the Certificate Holder's inspection program and program	

		covering other maintenance preventive maintenance and alterations ensures that each passenger or crew compartment is suitably ventilated. Carbon monoxide concentration may not be more than one part in 20,000 parts of air, and fuel fumes may not be present. *Sources:* 121.219; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	14.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each receptacle used for the disposal of flammable waste material is fully enclosed, constructed of at least fire resistant materials, and will contain fires likely to occur in it under normal use. *Sources:* 121.215(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	15.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each cargo and baggage compartment not occupied by crew or passengers, no compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard. *Sources:* 121.221(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	16.	Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, there is a means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment. *Sources:* 121.221(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	17.	Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that a fire therein would be readily discernible to a member of the crew while at his station. *Sources:* 121.221(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	18.	Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all parts of the compartment are easily accessible in flight. *Sources:* 121.221(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	19.	Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is a hand fire extinguisher available for each Class A compartment. *Sources:* 121.221(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	20.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations	

		ensures that each hand fire extinguisher for use in each Class A cargo compartment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.221(b)(2); 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	21.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.221(b)(2); 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	22.	Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station. *Sources:* 121.221(c)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	23.	Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment has a hand fire extinguisher available for the compartment. *Sources:* 121.221(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	24.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each Class B cargo compartment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.221(c)(2); 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	25.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each Class B cargo compartment is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.221(c)(2); 121.309(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	26.	Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment is be lined with fire-resistant material, except that additional service lining of flame-resistant material may be used. *Sources:* 121.221(c)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	27.	Check that the Certificate Holder's inspection program and program	

		covering other maintenance, preventive maintenance and alterations ensures that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously. *Sources:* 121.223; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	28.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and the dissipation of the extinguishing agent in Class "C" compartments was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously. *Sources:* 121.223; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	29.	Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station. *Sources:* 121.221(d)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	30.	Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has an approved built-in fire-extinguishing system controlled from the pilot or flight engineer station. *Sources:* 121.221(d)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	31.	Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment is designed to exclude hazardous quantities of smoke, flames, or extinguishing agents from entering into any compartment occupied by the crew or passengers. *Sources:* 121.221(d)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	32.	Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment ventilation and draft is controlled so that the extinguishing agent provided can control any fire that may start in the compartment.	

		Sources: 121.221(d)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	33.	Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment is lined with fire-resistant material, except that additional service lining of flame-resistant material may be used. *Sources:* 121.221(d)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	34.	Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class D compartment has a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering any compartment occupied by the crew or passengers. *Sources:* 121.221(e)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	35.	Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in each Class D compartment, ventilation and drafts are controlled within each compartment so that any fire likely to occur in the compartment will not progress beyond safe limits. *Sources:* 121.221(e)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	36.	Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class D compartment is completely lined with fire-resistant material. *Sources:* 121.221(e)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	37.	Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in Class D cargo compartments, the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously. *Sources:* 121.223; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	38.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program	

		covering other maintenance, preventive maintenance and alterations that ensures that in any case where partitions between compartments have louvers or other means allowing air to flow between compartments, there is a means convenient to the crew for closing the flow of air through the partitions, when necessary. *Sources:* 121.219; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	39.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment is completely lined with fire-resistant material. *Sources:* 121.221(f)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	40.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a separate system of an approved type smoke or fire detector to give warning at the pilot or flight engineer station. *Sources:* 121.221(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	41.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a means to shut off the ventilating air flow to or within the compartment and the controls for that means must be accessible to the flight crew in the crew compartment. *Sources:* 121.221(f)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	42.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the flight crew compartment. *Sources:* 121.221(f)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	43.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has been shown by tests in flight, that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously. *Sources:* 121.223; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	44.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, no Class E compartment contains any controls,	

		wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that cannot be damaged by the movement of cargo in the compartment. *Sources:* 121.221(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	45.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, no Class E compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard. *Sources:* 121.221(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	46.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is a means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment. *Sources:* 121.221(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	47.	Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each Class E compartment is completely lined with fire-resistant material. *Sources:* 121.221(f)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	48.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that materials used in the construction of the compartments, including tie-down equipment, is at least flame resistant. *Sources:* 121.221(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	49.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that compartments, when used for storing cargo or baggage, include no controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment. *Sources:* 121.221(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	50.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that cargo or baggage will not interfere with the functioning of the fire-protective features of the compartment. *Sources:* 121.221(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	51.	Check that the Certificate Holder's inspection program and program	

	covering other maintenance, preventive maintenance and alterations ensures that, when used for storing cargo or baggage, each compartment includes provisions for safeguarding against fires according to the classifications set forth in 14 CFR Part 121.221 paragraphs (b) through (f). *Sources:* 121.221(a)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 52. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, where partitions between compartments have louvers or other means allowing air to flow between compartments, there is a means convenient to the crew for closing the flow of air through the partitions, when necessary. *Sources:* 121.219; 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.124	All materials in each compartment of a transport category airplane, or a nontransport category airplane type certificated before January 1, 1965, used by the crewmembers and passengers, meets the requirements of 14 CFR part 25, section 25.853 in effect as listed in 14 CFR part 121, section 121.312(a)(1) - (a)(5), or later amendment thereto, except for the materials covered by 14 CFR part 121, section 121.312(b)? SRRs: 121.312(a); 121.312(a)(1)(i); 121.312(a)(1)(ii); 121.312(a)(2)(i); 121.312(a)(2)(ii); 121.312(a)(3)(i); 121.312(a)(3)(ii); 121.312(a)(5); 121.312(a)(2); 121.312(a)(3) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category airplane with passenger seating capacity of 20 or more manufactured after August 19, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers, also meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method. *Sources:* 121.312(a)(1)(i); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1988, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers, also meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method. *Sources:* 121.312(a)(1)(i); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a transport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers meets the test requirements of parts IV and V of	☐ Yes ☐ No, Explain ☐ Not Applicable

		Appendix F of FAR part 25, or other approved equivalent method. *Sources:* 121.312(a)(1)(ii); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method. *Sources:* 121.312(a)(1)(ii); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates a transport category airplane for which application for type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after May 1, 1972, all interior materials in each compartment complies with the provisions of Sec. 25.853. *Sources:* 121.312(a)(2)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates a nontransport category airplane for which application for type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after May 1, 1972, all interior materials in each compartment complies with the provisions of Sec. 25.853. *Sources:* 121.312(a)(2)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a transport category airplane for which the application for type certificate was filed on or after May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment complies with the material requirements under which the airplane was type certificated, regardless of passenger capacity. *Sources:* 121.312(a)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder, who operates a nontransport category airplane for which the application for type certificate was filed on or after May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment complies with the material requirements under which the airplane was type certificated, regardless of passenger capacity. *Sources:* 121.312(a)(2)(ii) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	

	9.	Check that the Certificate Holder, who operates transport category airplane, type certificated after January 1, 1958 and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment complies with the heat release rate testing provisions of Sec. 25.853(d). *Sources:* 121.312(a)(3)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	10.	Check that the Certificate Holder, who operates nontransport category airplane, type certificated after January 1, 1958 and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment complies with the heat release rate testing provisions of Sec. 25.853(d). *Sources:* 121.312(a)(3)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	11.	Check that the Certificate Holder, who operates a transport category airplane type certificated before January 1, 1965, and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment complies with the heat release rate and smoke testing provisions of Sec. 25.853(d). *Sources:* 121.312(a)(3)(ii); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	12.	Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment complies with the heat release rate and smoke testing provisions of Sec. 25.853(d). *Sources:* 121.312(a)(3)(ii); 121.367; 25.853(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	13.	Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that seat cushions, except those on flight crewmember seats, in each compartment occupied by crew or passengers, meet the test requirements of part II of FAR 25, Appendix F or other equivalent methods. *Sources:* 121.312(b)(1); 121.367; 25.853(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	14.	Check that the Certificate Holder, who operates an airplane that conforms to an amended or supplemental type certificate issued in	

		accordance with SFAR No. 41 of 14 CFR part 21 for a maximum certificated takeoff weight in excess of 12,500 pounds has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR part 25, or other approved equivalent methods. *Sources:* 121.312(c); 121.367; 25.853(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	15.	Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, partitions, other than transparent panels needed to enhance cabin safety meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method. *Sources:* 121.367; 25.853(d)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	16.	Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method. *Sources:* 121.367; 25.853(d)(4) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	17.	Check that the Certificate Holder, who operates a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter. *Sources:* 121.312(a)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	18.	Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter. *Sources:* 121.312(a)(1)(i); 121.367	

	Interfaces: 1.3.1(AW); 1.3.2(AW) 19. Check that the Certificate Holder, who operates a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of Sec. 25.853(d) in effect March 6, 1995, except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter. *Sources:* 121.312(a)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 20. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d). *Sources:* 121.312(a)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.125	Each passenger-carrying airplane carries in a convenient location, for use of each passenger, printed cards supplementing the oral briefing and containing diagrams of, and methods of, operating the emergency exits, and other instructions necessary for use of emergency equipment and the sentence "Final assembly of this airplane was completed in [INSERT NAME OF COUNTRY]." ? SRRs: 121.571(b)(1); 121.571(b)(2); 121.571(b)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane, pertinent only to that type and model airplane, in convenient locations for use of each passenger, printed cards supplementing the oral briefing, containing diagrams of, and methods of operating, the emergency exits. *Sources:* 121.135(b)(10); 121.571(b)(1); 121.571(b)(2) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 4.2.4(OP) 2. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane, pertinent only to that type and model airplane, in convenient locations for use of each passenger, printed cards supplementing the oral briefing, containing instructions necessary for use of emergency equipment. *Sources:* 121.135(b)(10); 121.571(b)(1); 121.571(b)(2) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 4.2.4(OP)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.126	At least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat?	☐ Yes ☐ No, Explain ☐ Not

	SRRs: 121.317(e)	Applicable
1.3.127	A placard is located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited? SRRs: 25.791(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a placard is located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited. *Sources:* 121.367; 25.791(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a placard, located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials, to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited. *Sources:* 121.367; 25.791(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.128	There is a door between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission? SRRs: 121.313(f) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a door between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission. *Sources:* 121.313(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a door is installed between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission (except that nontransport category airplanes certificated after December 31, 1964). *Sources:* 121.313(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.129	For airplanes equipped with a crew rest area hav ng separate entries from the flightdeck and the passenger compartment, a door with such a locking means is provided between the crew rest area and the passenger compartment? SRRs: 121.313(f) *Related Design JTIs:*	☐ Yes ☐ No, Explain ☐ Not Applicable

	1. Check that the Certificate Holder, who operates airplanes equipped with a crew rest area having separate entries from the flightdeck and the passenger compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is a door between the crew rest area and the passenger compartment, with a locking means to prevent passengers from opening it without the pilot's permission. *Sources:* 121.313(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.130	For airplanes required by 14 CFR part 121, section 121.313(f) of this section that have a door between the passenger and pilot or crew rest compartments, and for transport category, all cargo airplanes that have a door installed between the pilot compartment and any other occupied compartment, each such door meets the requirements of 14 CFR part 25, section 25.795 (a)(1) and (2) in effect on January 15, 2002? SRRs: 121.313(j)(1) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the flight deck door will resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle. *Sources:* 121.313(j)(1); 121.367; 25.795(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the flight deck door will resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice Standard (NIJ) 0101.04. *Sources:* 121.313(j)(1); 121.367; 25.795(a)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.131	If cargo is to be carried in a passenger compartment, an approved cargo bin meets 14 CFR part 121, section 121.285(b)(1) - (b)(8)? SRRs: 121.285(b)(1); 121.285(b)(2); 121.285(b)(3); 121.285(b)(4); 121.285(b)(5); 121.285(b)(6); 121.285(b)(7); 121.285(b)(8); 121.285 *Related Design JTIs:* 1. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that will withstand the load factors and emergency landing conditions applicable to the passenger seats of the airplane in which the bin is installed, multiplied by a factor of 1.15, using the combined weight of the bin and the maximum weight of cargo that may be carried in the bin. *Sources:* 121.285(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other	☐ Yes ☐ No, Explain ☐ Not Applicable

		maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is attached to the seat tracks or to the floor structure of the airplane, and its attachment must withstand the load factors and emergency landing conditions applicable to the passenger seats of the airplane in which the bin is installed, multiplied by either the factor 1.15 or the seat attachment factor specified for the airplane, whichever is greater, using the combined weight of the bin and the maximum weight of cargo that may be carried in the bin. *Sources:* 121.285(b)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	3.	Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is not installed in a position that restricts access to or use of any required emergency exit, or of the aisle in the passenger compartment. *Sources:* 121.285(b)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is fully enclosed and made of material that is at least flame resistant. *Sources:* 121.285(b)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that has suitable safeguards provided within the bin to prevent the cargo from shifting under emergency landing conditions. *Sources:* 121.285(b)(7); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is not installed in a position that obscures any passenger's view of the "seat belt" sign "no smoking" sign, or any required exit sign, unless an auxiliary sign or other approved means for proper notification of the passenger is provided. *Sources:* 121.285(b)(8); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo, including carry-on baggage is carried in an approved cargo rack, bin, or compartment installed in or on the airplane, if it is secured by an approved means. *Sources:* 121.285(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder's inspection program and program	

	covering other maintenance, preventive maintenance and alterations ensures that there is an approved survival type emergency locator transmitter for use in one life raft. *Sources:* 121.339(a)(4); 121.367; 25.1415(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.132	A means is provided to prevent each item of galley equipment and each serving cart, when not in use, and each item of crew baggage, wh ch is carried in a passenger or crew compartment, from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated? SRRs: 121.576 *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that means to prevent each item of galley equipment and each serving cart, when not in use, and each item of crew baggage, which is carried in a passenger or crew compartment from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated. *Sources:* 121.367; 121.576 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.133	A suitable closet or baggage or cargo stowage compartment is placarded for its maximum weight, and proper restraint for all baggage or cargo stowed within that compartment is provided? SRRs: 121.589(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a suitable closet or baggage or cargo stowage compartment placarded for its maximum weight and providing proper restraint for all baggage or cargo stowed within, and in a manner that does not hinder the possible use of any emergency equipment is provided for each article of baggage to be stowed. *Sources:* 121.367; 121.589(c)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.134	Each passenger seat under which baggage is allowed to be stowed is fitted with a means to prevent articles of baggage stowed under it from sliding forward? SRRs: 121.589(f) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each passenger seat under which baggage is allowed to be stowed is fitted with a means to prevent articles of baggage stowed under it from sliding forward. *Sources:* 121.367; 121.589(f) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each aisle seat is fitted with a means to prevent articles of baggage stowed under it from sliding sideward into the aisle. *Sources:* 121.367; 121.589(f) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.135	Each aisle seat is fitted with a means to prevent articles of baggage stowed under it from sliding sideward into the aisle under crash impacts severe enough to induce the ultimate inertia forces specified in the emergency landing condition regulations under which the airplane was type certificated? SRRs: 121.589(f)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.136	At least two of the required hand fire extinguisher installed in passenger-carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent? SRRs: 121.309(c)(7) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least two of the required hand fire extinguisher installed in passenger-carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent. *Sources:* 121.309(c)(7); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.137	At least one hand fire extinguisher in the passenger compartment contains Halon 1211 or equivalent? SRRs: 121.309(c)(7) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher in the passenger compartment contains Halon 1211 or equivalent. *Sources:* 121.309(c)(7); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.138	For treatment of injuries or medical emergencies that might occur during flight time or in minor accidents, each passenger-carrying airplane has approved first aid kits and, in airplanes for which a flight attendant is required, an emergency medical kit that meets the specifications and requirements of 14 CFR part 121, Appendix A? SRRs: 121.803(a); 121.803(c)(1); 121.803(c)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.139	In airplanes for which a flight attendant is required and with a maximum payload capacity of more than 7,500 pounds, an approved automated external defibrillator that meets the automated external defibrillator requirements of 14 CFR part 121, Appendix A? SRRs: 121.803(c)(4)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.140	Each passenger-carrying landplane emergency exit (other than over-the-wing) that is more than 6 feet from the ground with the airplane on the ground	☐ Yes ☐ No, Explain

	and the landing gear extended has an approved means to assist the occupants in descending to the ground? SRRs: 121.310(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying landplane, with an emergency exit (other than over-the-wing) that is more than 6 feet from the ground, with the airplane on the ground and the landing gear extended, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an approved means to assist the occupants in descending to the ground. *Sources:* 121.310(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Not Applicable
1.3.141	The assisting means for occupants to descend to the ground for a floor-level emergency exit meets the requirements of 14 CFR part 25, section 25.809(f)(1) in effect on April 30, 1972, except that, for any airplane for which the application for the type certificate was filed after that date, it meets the requirements under which the airplane was type certificated? SRRs: 121.310(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying landplane, with an emergency exit (other than over-the-wing) that is more than 6 feet from the ground, with the airplane on the ground and the landing gear extended, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an approved means to assist the occupants in descending to the ground. *Sources:* 121.310(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.142	Each passenger-carrying airplane interior emergency exit marking complies with 14 CFR part 121, section 121.310(b)(1) - (b)(2)(ii)? SRRs: 121.310(b)(1); 121.310(b)(1)(i); 121.310(b)(1)(ii); 121.310(b)(1)(iii); 121.310(b)(2)(i); 121.310(b)(2)(ii); 121.310(b)(2)(iii); 25.811(d)(1); 25.811(d)(2); 25.812(b)(1)(i); 25.812(b)(1)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. *Sources:* 121.310(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the identity and location of each passenger emergency exit is recognizable from a distance equal to the width of the cabin. *Sources:* 121.310(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the location of each passenger emergency exit is	☐ Yes ☐ No, Explain ☐ Not Applicable

	indicated by a sign visible to occupants approaching along the main passenger aisle. *Sources:* 121.310(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a locating sign above the aisle near each over-the-wing passenger emergency exit, or at another ceiling location if it is more practical because of low headroom. *Sources:* 121.310(b)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, on each bulkhead or divider that prevents fore and aft vision along the passenger cabin, there is a sign to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location. *Sources:* 121.310(b)(1)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.143	For a transport category airplane where the application for the type certificate was filed on or after May 1, 1972, each passenger emergency exit marking and each locating sign is manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated? SRRs: 121.310(b)(2)(ii); 25.811(d)(1); 25.811(d)(2); 25.812(b)(1)(i); 25.812(b)(1)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration, excluding pilot seats, of 10 seats or more, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit locator sign required by Sec. 25.811(d)(1) and each passenger emergency exit marking sign required by Sec. 25.811(d)(2) is internally electrically illuminated and has red letters at least 1 inches high on an illuminated white background, and has an area of at least 21 square inches excluding the letters. *Sources:* 121.367; 25.812(b)(1)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration, excluding pilot seats, of 10 seats or more, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit locator sign on each bulkhead or divider, that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, is internally electrically illuminated or self-illuminated by other than electrical means and has red letters at least 1 inches high on a white background having an area of at least 21 square inches excluding the letters. *Sources:* 121.367; 25.811(d)(3); 25.812(b)(1)(ii) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.144	For a transport category airplane for which the application for the type certificate was filed on or after May 1, 1972, the passenger emergency exit locating sign(s) may not continue to be used if its luminescence (brightness) decreases to below 250 microlamberts? SRRs: 121.310(b)(2)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit marking and each locating sign is manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated. *Sources:* 121.310(b)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.145	A large airplane certificated for operations above 25,000 feet or a turbine engine powered airplane records data with a flight recorder, within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR part 121 for parameters (a)(1) through (a)(6)? SRRs: 121.343(a)(1)thru(6) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a large airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, manufactured before may 26, 1989, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1) Time; (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Control column or pitch control surface position; and (11) Thrust of each engine. *Sources:* 121.343(c)(1)thru(11); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.146	A large airplane or a turbine engine powered airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, that was equipped before May 26, 1989 with a digital flight recorder, records data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR part 121 for parameters (b)(1) through (b)(6)? SRRs: 121.343(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.147	A large airplane, as specified in 14 CFR 121.343(b), is equipped, before May 26, 1994, with one or more approved digital flight recorders, that records data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR part 121 for parameters (c)(1) through (c)(11)? SRRs: 121.343(c)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.148	A large airplane, as specified in 14 CFR 121.343(b), that is manufactured after May 26, 1989, as well as airplanes specified in 14 CFR 121.343(a) that	☐ Yes

	have been type certificated after September 30, 1969 is equipped with one or more approved digital flight recorders, that records data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR part 121 for parameters (d)(1) through (d)(17)? SRRs: 121.343(d)	☐ No, Explain ☐ Not Applicable
1.3.149	A large airplane, after October 11,1991, equipped with a digital data bus and an ARINC 717 digital flight data acquisition unit (DFDAU) and each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data for any parameters specified in Appendix B of part 121 that are available on the digital data bus that must be recorded within the ranges, accuracies, and resolutions, and sampling intervals specified? SRRs: 121.343(e) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a large airplane, equipped with a digital data bus and an ARINC 717 digital flight data acquisition unit (DFDAU) has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data any parameters specified in Appendix B of Part 121 that are available on the digital data bus. *Sources:* 121.343(e); 121.367 *Interfaces:* 1.1.2(AW); 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.150	A large airplane or a turbine-engine-powered airplane, type certificated up to and including September 30,1969, for operations above 25,000 feet, or a large airplane or a turbine engine powered airplane type certificated after September 30,1969, and manufactured after October 11, 1991, is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of 14 CFR part 121 that must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified? SRRs: 121.343(f) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a large airplane, manufactured after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of Part 121. *Sources:* 121.343(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a turbine engine powered airplane, manufactured after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of Part 121. *Sources:* 121.343(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.151	A turbine-powered, transport category airplane, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), is equipped with one or more flight recorders that utilize a digital method of recording and storing parameters (a)(1) through (a)(18) of 14 CFR part 121, section 121.344 (a)? SRRs: 121.344a(b)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(2); 121.344(a)(3); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.152	A turbine-powered, transport category airplane, manufactured on or before October 11, 1991, that is equipped with a Flight Data Acquisition Unit (FDAU), is equipped with one or more flight recorders that utilize a digital method of recording and storing parameters (a)(1) through (a)(22) of 14 CFR part 121, section 121.344(a) within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR part 121? SRRs: 121.344a(b)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control	☐ Yes ☐ No, Explain ☐ Not Applicable

	surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(2); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(3); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344a(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.153	For a turbine-powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996, with one or more digital data buses and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), the parameters (a)(1) through (a)(22) of 14 CFR part 121, section 121.344(a) are recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR part 121? SRRs: 121.344(c)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996 with one or more digital data buses and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(2); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(3); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(c)(1); 121.367	☐ Yes ☐ No, Explain ☐ Not Applicable

	Interfaces: 1.3.1(AW); 1.3.2(AW)	
1.3.154	For a turbine-powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996, with one or more digital data buses and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), all additional parameters for which information sources are installed and which are connected to the recording system must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR part 121? SRRs: 121.344(c)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996 with one ore more digital data buses and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing all additional parameters for which information sources are installed and which are connected to the recording system. *Sources:* 121.344(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.155	For a turbine-powered, transport category airplane manufactured after October 11, 1991, the parameters listed in 14 CFR part 121, section 121.344(a)(1) through (a)(34) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR part 121 Appendix M? SRRs: 121.344(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after October 11, 1991 , has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121 Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake	☐ Yes ☐ No, Explain ☐ Not Applicable

	selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed) *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(2); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(23); 121.344(a)(24); 121.344(a)(25); 121.344(a)(26); 121.344(a)(27); 121.344(a)(28); 121.344(a)(29); 121.344(a)(3); 121.344(a)(30); 121.344(a)(31); 121.344(a)(32); 121.344(a)(33); 121.344(a)(34); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(d)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.156	For a turbine-powered, transport category airplane manufactured after August 18, 2000, the parameters listed in 14 CFR part 121, section 121.344(a)(1) through (a)(57) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR part 121 Appendix M? SRRs: 121.344(e) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after August 18, 2000, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121 Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source	☐ Yes ☐ No, Explain ☐ Not Applicable

	is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(2); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(23); 121.344(a)(24); 121.344(a)(25); 121.344(a)(26); 121.344(a)(27); 121.344(a)(28); 121.344(a)(29); 121.344(a)(3); 121.344(a)(30); 121.344(a)(31); 121.344(a)(32); 121.344(a)(33); 121.344(a)(34); 121.344(a)(35); 121.344(a)(36); 121.344(a)(37); 121.344(a)(38); 121.344(a)(39); 121.344(a)(4); 121.344(a)(40); 121.344(a)(41); 121.344(a)(42); 121.344(a)(43); 121.344(a)(44); 121.344(a)(45); 121.344(a)(46); 121.344(a)(47); 121.344(a)(48); 121.344(a)(49); 121.344(a)(5); 121.344(a)(50); 121.344(a)(51); 121.344(a)(52); 121.344(a)(53); 121.344(a)(54); 121.344(a)(55); 121.344(a)(56); 121.344(a)(57); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(e)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.157	For a turbine-powered, transport category airplane manufactured after August 19, 2002, the parameters listed in 14 CFR 121.344(a)(1) through (a)(88) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR Part 121 appendix M? SRRs: 121.344(f) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after August 19, 2002, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121	☐ Yes ☐ No, Explain ☐ Not Applicable

		Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle	

	(when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed); (73) Computed center of gravity (when an information source is installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection (88) All cockpit flight control input forces (control wheel, control column, rudder pedal) *Sources:* 121.344(a)(1)thru(88); 121.344(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.158	Except as provided for in 121.344a(a)(1)(i), a turbine-powered airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991, or that was registered outside the United States and added to the operator's U.S. operations specifications after October 11, 1991, has an approved flight recorder that uses a digital method of recording and storing the parameters listed in 14 CFR Part 121, section 121.344(a)(1) through (a)(18) within the ranges, accuracies, and resolutions specified in Appendix B of 14 CFR part 135? SRRs: 121.344a(a)(1); 121.344a(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine engine powered, transport category airplane, with more than two engines, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration - only if enough capacity available on the flight recorder *Sources:* 121.344(a)(1); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(2); 121.344(a)(3); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a turbine powered	☐ Yes ☐ No, Explain ☐ Not Applicable

	airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991 , has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; *Sources:* 121.344a(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was registered outside the United States and added to the operators U.S. operations specifications after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; *Sources:* 121.344a(a)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.159	A turbine-powered airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991, or that was registered outside the United States and added to the operator's U.S. operations specifications after October 11, 1991, records, commensurate with the capacity of the recording system installed the parameters listed in 14 CFR part 121, section 121.344(a)(19) through (a)(22) within the ranges, accuracies and resolutions specified in Appendix B of 14 CFR part 135? SRRs: 121.344a(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was that was brought on to the U.S. register after October 11, 1991, has an inspection program and program covering other maintenance,	☐ Yes ☐ No, Explain ☐ Not Applicable

		preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; and commensurate with the capacity of the recording system (FDAU or equivalent and the DFDR the parameters: (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) must also be recorded *Sources:* 121.344(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	2.	Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was registered outside the United States and added to the operators U.S. operations specifications after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; and commensurate with the capacity of the recording system (FDAU or equivalent and the DFDR the parameters: (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) must also be recorded *Sources:* 121.344a(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.160	A turbine-powered airplane with a seating configuration of 10 to 19		☐ Yes

	passengers that was manufactured after August 18, 2000, in which each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing the parameters listed in 14 CFR part 121, section 121.344(a)(1) through (a)(57) within the ranges, accuracies, and resolutions specified in Appendix M of 14 CFR part 121? SRRs: 121.344a(b)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was manufactured after August 18, 2000, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an	☐ No, Explain ☐ Not Applicable

	information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed) and commensurate with the capacity of the recording system the additional parameters: (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed); (73) Computed center of gravity (when an information source is installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection (88) All cockpit flight control input forces (control wheel, control column, rudder pedal) For which information sources are installed and connected to the recording system, are recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of CFR part 121 *Sources:* 121.344a(b)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.161	A turbine engine powered airplane having a passenger seating configuration of 10 to 19 seats, excluding any required crewmember seats, that is manufactured after August 19, 2002, the parameters listed in 14 CFR, Part 121, Section 121.344(a)(1) through (a)(88) must be recorded within the ranges, accuracies, resolutions, and recording intervals specified in appendix M of 14 CFR, Part 121? SRRs: 121.344a(c) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was manufactured after August 19, 2002, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading--primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or	☐ Yes ☐ No, Explain ☐ Not Applicable

	CVR/DFDR synchronization reference; (9) Thrust/power of each engine--primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed); (73) Computed center of gravity (when an information source is	

	installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection All cockpit flight control input forces (control wheel, control column, rudder pedal) within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of CFR part 121 *Sources:* 121.344a(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.162	Records containing the total time in service of the airframe are kept? SRRs: 121.380(a)(2)(i) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the total time in service of the airframe are kept. *Sources:* 121.367; 121.380(a)(2)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.163	Records containing the total time in service of each engine and propeller are kept? SRRs: 121.380(a)(2)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the total time in service of each engine and propeller are kept. *Sources:* 121.367; 121.380(a)(2)(ii) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.164	Records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept? SRRs: 121.380(a)(2)(iii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept. *Sources:* 121.367; 121.380(a)(2)(iii) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.165	Records containing the time since last overhaul of all items installed on the aircraft that are required to be overhauled on a specified time basis are kept?	☐ Yes ☐ No, Explain

	SRRs: 121.380(a)(2)(iv) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis are kept. *Sources:* 121.367; 121.380(a)(2)(iv) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.166	Records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained, are kept? SRRs: 121.380(a)(2)(v) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained are kept. *Sources:* 121.367; 121.380(a)(2)(v) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.167	Records containing the current status of applicable airworthiness directives, including the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action is required are kept? SRRs: 121.380(a)(2)(vi) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder keeps the current status of all applicable airworthiness directives, including the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action is required. *Sources:* 121.367(a); 121.380(a)(2)(vi) *Interfaces:* 1.3.6(AW); 2.1.1(AW); 2.1.1(OP)	☐ Yes ☐ No, Explain
1.3.168	Records containing a list of current major alterations to each airframe, engine, propeller, and appliance are kept? SRRs: 121.380(a)(2)(vii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder maintains a list of current major alterations to each airframe, engine, propeller, and appliance. *Sources:* 121.367; 121.380(a)(2)(vii)	☐ Yes ☐ No, Explain

	Interfaces: 1.2.2(AW); 1.2.3(AW)	
1.3.169	Each airplane is equipped with a crash ax? SRRs: 121.309(e) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each airplane is equipped with a crash ax. *Sources:* 121.309(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.170	For a nontransport or a transport category airplane type certificated before January 1, 1965, or an airplane with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, or manufactured after August 19, 1990, all materials in each compartment used by the crewmembers and passengers comply with the heat release rate testing provisions of 14 CFR part 25, section 25.853(d)? SRRs: 121.312(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.171	Each Class D compartment, regardless of volume, meets the standards of 14 CFR part 25, sections 25.857(c) and 25.858 for a Class C compartment unless the operation is an all-cargo operation in which case each Class D compartment may meet the standards in 14 CFR part 25, section 25.857(e) for a Class E compartment? SRRs: 121.314(c) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that After March 19, 2001, each Class D compartment, regardless of volume, meets the standards of 14 CFR 25.857(c) for a Class C compartment. *Sources:* 121.314(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.172	Galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried, meets the test requirements of parts IV and V of appendix F 14 CFR part 25, or other approved equivalent method? SRRs: 25.853(d)(3) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method. *Sources:* 121.367; 25.853(d)(3)	☐ Yes ☐ No, Explain ☐ Not Applicable

	Interfaces: 1.3.1(AW); 1.3.2(AW)	
1.3.173	Interior ceiling and wall panels, in each compartment occupied by the crew or passengers (other than lighting lenses and windows), meet the test requirements of parts IV and V of Appendix F of 14 CFR part 25, or other approved equivalent method? SRRs: 25.853(d)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, interior ceiling and wall panels, other than lighting lenses and windows meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method. *Sources:* 121.367; 25.853(d)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.174	Seat cushions, except those on flight crewmember seats, in each compartment occupied by crew or passengers, complies with the requirements pertaining to seat cushions in 14 CFR part 25, section 25.853(c) effective on November 26, 1984, for each transport category airplane type certificated after January 1, 1958? SRRs: 121.312(b)(1); 121.312(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each compartment occupied by the crew or passengers, seat cushions, except those on flight crewmember seats, meet the test requirements of part II of appendix F of 14 CFR Part 25, or other equivalent methods, regardless of the passenger capacity of the airplane. *Sources:* 121.367; 25.853(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.175	Materials (including finishes or decorative surfaces applied to the materials) in each compartment occupied by the crew or passengers meet the applicable test criteria prescribed in part I of appendix F of 14 CFR part 25, or other approved equivalent methods, regardless of the passenger capacity of the airplane? SRRs: 25.853(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each compartment occupied by the crew or passengers, materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR Part 25, or other approved equivalent methods, regardless of the passenger capacity of the airplane. *Sources:* 121.367; 25.853(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.176	Each marking and placard shall not be easily erased, disfigured, or obscured? SRRs: 25.1541(b)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane cockpit contains the specified markings and placards displayed in a conspicuous place that may not be easily erased, disfigured, or obscured. *Sources:* 121.367; 25.1541(a)(1); 25.1541(b)(1); 25.1541(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each marking and placard may not be easily erased, disfigured, or obscured. *Sources:* 121.367; 25.1541(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.177	Each interphone restraint system is designed so that when subjected to the load factors specified in 14 CFR part 25, section 25.561(b)(3), the interphone will remain in its stowed position? SRRs: 25.789(b) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each interphone restraint system is designed so that when subjected to the load factors specified in 14 CFR 25.561(b)(3), the interphone will remain in its stowed position. *Sources:* 121.367; 25.789(b) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.178	Each airplane is equipped with a power supply and distribution system that meets the requirements of 14 CFR Part 25.1309, 25.1331, 25.1351(a) and (b)(1) through (4), 25.1353, 25.1355, and 25.1431(b) or that is able to produce and distribute the load for the required instruments and equipment, with use of an external power supply if any one power source or component of the power distribution system fails? SRRs: 121.313(c) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each airplane is equipped with a power supply and distribution system that is able to produce and distribute the load for the required instruments and equipment, with use of an external power supply if any one power source or component of the power distribution system fails. *Sources:* 121.313(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain

1.3.179	For an airplane with protective fuses installed, the number of spare fuses approved for that airplane is appropriately described in the certificate holder's manual and installed in the airplane? SRRs: 121.313(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that protective fuses are installed on an airplane, the number of spare fuses approved for that airplane and appropriately described in the Certificate Holder's manual. *Sources:* 121.313(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.180	An airplane with a seating capacity of more than 19 passengers is equipped with a crewmember interphone system that is capable of operation independent of the public address system required by 14 CFR part 121, section 121.318 except for handsets, headsets, microphones, selector switches, and signaling devices, and meets the requirements of paragraph (b) of 14 CFR part 121, section 121.319? SRRs: 121.319 *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation independent of the public address system required by 14 CFR 121.318(a) except for handsets, headsets, microphones, selector switches, and signaling devices. *Sources:* 121.319(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot compartment and each passenger compartment. *Sources:* 121.319(a)(3); 121.319(b)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot compartment each galley located on other than the main passenger deck level. *Sources:* 121.319(a)(3); 121.319(b)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates an airplane with a	☐ Yes ☐ No, Explain ☐ Not Applicable

		seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment. *Sources:* 121.319(a)(3); 121.319(b)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use from at least one normal flight attendant station in each passenger compartment. *Sources:* 121.319(a)(3); 121.319(b)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at those stations in each passenger compartment from which its use is accessible. *Sources:* 121.319(a)(3); 121.319(b)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a large turbojet-powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use at enough flight attendant stations so that all floor-level emergency exits (or entryways to those exits in the case of exits located within galleys) in each passenger compartment are observable from one or more of those stations so equipped. *Sources:* 121.319(a)(3); 121.319(b)(5)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder, who operates a large turbojet-powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system incorporating aural or visual signals for use by flight crewmembers to alert flight attendants and for use by flight attendants to alert flight crewmembers. *Sources:* 121.319(a)(3); 121.319(b)(5)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	9.	Check that the Certificate Holder, who operates a large turbojet-powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering	

	other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system with a means for the recipient of a call to determine whether it is a normal call or an emergency call. *Sources:* 121.319(a)(3); 121.319(b)(5)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 10. Check that the Certificate Holder, who operates a large turbojet-powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and when the airplane is on the ground, provides a means of two-way communication between ground personnel and either of at least two flight crewmembers in the pilot compartment. The interphone system station for use by ground personnel must be so located that personnel using the system may avoid visible detection from within the airplane. *Sources:* 121.319(a)(3); 121.319(b)(5)(iv); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.181	An airplane with a seating capacity of more than 19 passengers is equipped with a public address system that meets the requirement of 14 CFR part 121, section 121.318? SRRs: 121.318(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14CFR 21.305 and is capable of operation independent of the crewmember interphone system required by 14 CFR 121.319, except for handsets, headsets, microphones, selector switches, and signaling devices. *Sources:* 121.318(a); 121.318(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment. *Sources:* 121.318(b); 121.318(c); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and for each required floor-level passenger emergency exit which has an adjacent flight attendant seat, has a microphone which is readily accessible to the seated flight attendant, except that one	☐ Yes ☐ No, Explain ☐ Not Applicable

		microphone may serve more than one exit, provided the proximity of the exits allows unassisted verbal communication between seated flight attendants. *Sources:* 121.318(b); 121.318(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at each of those stations in the passenger compartment from which its use is accessible. *Sources:* 121.318(b); 121.318(e); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is audible at all passenger seats, lavatories, and flight attendant seats and work stations. *Sources:* 121.318(b); 121.318(f); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground, after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for a time duration of at least 10 minutes, including an aggregate time duration of at least 5 minutes of announcements made by flight and cabin crewmembers, considering all other loads which may remain powered by the same source when all other power sources are inoperative. *Sources:* 121.318(b); 121.318(g); 121.367; 25.1423(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground, after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for an additional time duration in its standby state appropriate or required for any other loads that are powered by the same source and that are essential to safety of flight or required during emergency conditions. *Sources:* 121.318(b); 121.318(g); 121.367; 25.1423(a)(2)	

	Interfaces: 1.3.1(AW); 1.3.2(AW) 8. Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is designed so that no unused, unstowed microphone will render the system inoperative. *Sources:* 121.318(b); 121.318(g); 121.367; 25.1423(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.182	A passenger-carrying airplane is equipped with flashlight stowage provisions accessible from each flight attendant seat? SRRs: 121.310(n) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that each airplane is equipped with flashlight stowage provisions accessible from each flight attendant seat. *Sources:* 121.310(l); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.183	A passenger-carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, is equipped with a slip-resistant exterior emergency escape route meeting the requirements under which the airplane was type certificated? SRRs: 121.310(h)(2)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with a slip-resistant escape route meeting the requirements under which the airplane was type certificated. *Sources:* 121.310(h)(2)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.184	A passenger-carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, is equipped with exterior emergency lighting meeting the exterior emergency lighting requirements under which the airplane was type certificated? SRRs: 121.310(h)(1)(ii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.185	A passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, is equipped with exterior emergency lighting that meets the requirements of 14 CFR part 25, section 25.812(f) and (g)? SRRs: 121.310(h)(1); 121.310(h)(1)(i) *Related Design JTIs:*	☐ Yes ☐ No, Explain ☐ Not Applicable

	1.	Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(f)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	2.	Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(f)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	3.	Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that has an "on," "off," and "armed" position so that when armed in the cockpit or turned on at either the cockpit or flight attendant station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the airplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the "armed" or "on" positions. *Sources:* 121.310(d)(1)(ii); 121.310(h)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	4.	Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle (measured normal to the direction of the incident light) on a 2-square-foot area where an evacuee is likely to make his first step outside the cabin. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(g)(1)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	5.	Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.05 foot-candle (measured normal to the direction of incident light) along the 30 percent of the slip-resistant portion of the escape route required in 25.810(c) that is farthest from the exit for the minimum required width of the escape route. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(g)(1)(ii)	

	Interfaces: 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle on the ground surface with the landing gear extended (measured normal to the direction of the incident light) where an evacuee using the established escape route would normally make first contact with the ground. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(g)(1)(iii) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 7. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane, not required by 25.809(f) to have descent assist means, is equipped with exterior emergency lighting at each non-overwing emergency exit, with illumination not less than 0.03 foot-candle (measured normal to the direction of the incident light) on the ground surface with the landing gear extended where an evacuee is likely to make his first contact with the ground outside the cabin. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(g)(1)(iii) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.186	A passenger-carrying airplane emergency lighting system, required by 14 CFR part 121, section 121.310(c) and (h), is operable manually both from the flightcrew station and, for airplanes on which a flight attendant is required, from a point in the passenger compartment that is readily accessible to a normal flight attendant seat? SRRs: 121.310(d); 121.310(d)(1)(i) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light is operable manually both from the flightcrew station and, for airplanes on which a flight attendant is required, from a point in the passenger compartment that is readily accessible to a normal flight attendant seat. *Sources:* 121.310(c)(1); 121.310(d)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.187	Each emergency light has a means to prevent inadvertent operation of the manual controls? SRRs: 121.310(d)(1)(ii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light has a means to prevent inadvertent operation of the manual controls. *Sources:* 121.310(c)(1); 121.310(d)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.188	Each emergency light provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing? SRRs: 121.310(d)(3) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing. *Sources:* 121.310(c)(1); 121.310(d)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.189	Each emergency light has a cockpit control device that has an "on," "off," and "armed" position? SRRs: 121.310(d)(4) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, has a cockpit control device that has an "on," "off," and "armed" position. *Sources:* 121.310(c)(1); 121.310(d)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(f)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.190	Each airplane's emergency lighting system has a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed? SRRs: 25.812(f)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(f)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering	☐ Yes ☐ No, Explain ☐ Not Applicable

	other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed. *Sources:* 121.310(h)(1)(i); 121.367; 25.812(f)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.191	For each airplane equipped with emergency lighting, when emergency lighting is armed or turned on at either station, it remains lighted or become lighted upon interruption of the airplane's normal electric power? SRRs: 121.310(d)(1)(iii) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, when armed or turned on at either station, remain lighted or become lighted upon interruption of the airplane's normal electric power. *Sources:* 121.310(c)(1); 121.310(d)(1)(iii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.192	For a passenger-carrying airplane with a seating capacity of more than 99 passengers has at least two megaphones installed, one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal flight attendant seat? SRRs: 121.309(f)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane with a seating capacity of more than 99 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least two megaphones are installed, one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal flight attendant seat. *Sources:* 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.309(b)(1); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates a passenger-carrying	☐ Yes ☐ No, Explain ☐ Not Applicable

	airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the megaphone itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.193	For a passenger-carrying airplane with a seating capacity of more than 60 and less than 100 passengers, one megaphone is installed at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat? SRRs: 121.309(f)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane with a seating capacity of more than 60 and less than 100 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one megaphone is installed at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat. *Sources:* 121.309(f)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. *Sources:* 121.309(b)(1); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is clearly identified and clearly marked to indicate its method of operation. *Sources:* 121.309(b)(3); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the megaphone itself, is marked as to date of last inspection. *Sources:* 121.309(b)(4); 121.309(f)(1); 121.309(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.194	For nontransport category airplanes type certificated after December 31, 1964, with a passenger seat configuration of 10-19 seats, or a passenger-	☐ Yes ☐ No, Explain

	carrying airplane, lavatorories are equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or an audio warning that would be readily detected by the flightcrew? SRRs: 121.308(a); 121.308(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or audio warning in the passenger cabin which would be readily detected by a flight attendant, taking into consideration the positioning of flight attendants throughout the passenger compartment during various phases of flight. *Sources:* 121.308(a); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, with a passenger seat configuration of 10-19 seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or an audio warning that would be readily detected by the flightcrew. *Sources:* 121.308(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Not Applicable
1.3.195	Passenger-carrying airplane lavatories are equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory, designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle? SRRs: 121.308(b) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory, designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle. *Sources:* 121.308(b); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.196	A placard is installed on each door that is the means of access to a required passenger emergency exit, to indicate that it must be open during takeoff and landing? SRRs: 121.313(h) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a placard is installed on each door that is the means of access to a required passenger emergency exit, to indicate that it	☐ Yes ☐ No, Explain

	must be open during takeoff and landing. *Sources:* 121.313(h); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.197	Ventral exits and tailcone exits are marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight? SRRs: 121.310(k)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates large passenger-carrying turbojet-powered airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each ventral exit and tailcone exit is marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight. *Sources:* 121.310(k)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.198	There is a means for the crew, in an emergency, to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers? SRRs: 121.313(i)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.199	Except for the flightdeck door, there is a key for each door that separates a passenger compartment from another compartment that has emergency exit provisions? SRRs: 121.313(g) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, except for the flightdeck door, there is a key for each door that separates a passenger compartment from another compartment that has emergency exit provisions. *Sources:* 121.313(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a means for the crew, in an emergency to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers. *Sources:* 121.313(g); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.200	For transport category, all-cargo airplanes comply with the requirements of 14 CFR part 121, section 121.313(j)(2)? SRRs: 121.313(j)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.201	At least one legible sign or placard that reads "Fasten Seat Belt While	☐ Yes

	Seated" is visible from each passenger seat? SRRs: 121.317(d) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger-carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat. *Sources:* 121.317(d); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ No, Explain ☐ Not Applicable
1.3.202	An airplane is equipped with passenger information signs that meet the requirements of 14 CFR part 25, section 25.791 the signs must be constructed so that the crewmembers can turn them on and off? SRRs: 121.317(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each airplane is equipped with passenger information signs that notify when seat belts should be fastened, constructed so that the crewmembers can turn them on and off and, when illuminated, are legible under all probable conditions of cabin illumination to each person seated in the cabin. *Sources:* 121.317(a); 121.367; 25.791(b) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.203	Lavatories have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door? SRRs: 25.791(d) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that lavatories have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door. *Sources:* 121.367; 25.791(d) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.204	Each sideward facing seat complies with the applicable requirements of 14 CFR part 25, section 25.785(c)? SRRs: 121.311(d)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.205	For a transport category airplane type certificated after January 1, 1958, each Class C or Class D compartment that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels that are constructed of glass fiber reinforced resin or materials that meet the test requirements of 14 CFR part 25, Appendix F, part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum? SRRs: 121.314(a)(1); 121.314(a)(2); 121.314(a)(3); 121.314 *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a transport category	☐ Yes ☐ No, Explain ☐ Not Applicable

	airplane type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class C or Class D compartment, that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin or materials which meet the test requirements of part 25, appendix F, part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum. *Sources:* 121.314(a)(1); 121.314(a)(2); 121.314(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin, or meet the test requirements of 14 CFR part 25, appendix F, part III. *Sources:* 121.314(a)(1); 121.314(a)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that has liner installations approved prior to March 20, 1989 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of aluminum. *Sources:* 121.314(a)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.206	Each flight attendant has a seat for takeoff and landing in the passenger compartment that is equipped with a restraint system consisting of a combined safety belt and shoulder harness unit, equipped with a metal to metal latching device, with a single point release? SRRs: 121.311(g); 25.785(h) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is near a required floor level emergency exit, except that another location is acceptable if the emergency egress of passengers would be enhanced with that location. *Sources:* 121.311(g); 121.367; 25.785(h)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is located adjacent to each Type A or B emergency exit. *Sources:* 121.311(g); 121.367; 25.785(h)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is, to the extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the flight attendant is responsible. *Sources:* 121.311(g); 121.367; 25.785(h)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is located to minimize the probability that occupants would suffer injury by being struck by items dislodged from service areas, stowage compartments, or service equipment. *Sources:* 121.311(g); 121.367; 25.785(h)(4) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is either forward or rearward facing with an energy absorbing rest that is designed to support the arms, shoulders, head, and spine. *Sources:* 121.311(g); 121.367; 25.785(h)(5) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is equipped with a restraint system consisting of a combined safety belt and shoulder harness unit, equipped with a metal to metal latching device, with a single point release. There must be means to secure each restraint system when not in use to prevent interference with rapid egress in an emergency. *Sources:* 121.311(g); 121.367; 25.785(h)(6); 25.785(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.3.207	There is an approved safety belt, equipped with a metal to metal latching device, for separate use by each person on board the airplane who has reached his/her second birthday? SRRs: 121.311(a)(2) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is an approved safety belt, equipped with a metal to metal latching device, for separate use by each person on board the airplane who has reached his second birthday. *Sources:* 121.311(a)(2); 121.367; 25.785(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.3.208	An approved cockpit check procedure is provided and readily usable in the	☐ Yes

	cockpit for each type of aircraft? SRRs: 121.315(a); 121.315(c) *Related Design JTIs:* 1. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to provide an approved cockpit check procedure for each type of aircraft that is readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft. *Sources:* 121.135(a)(1); 121.315(a); 121.315(c) *Interfaces:* 1.1.2(AW); 3.1.3(OP); 3.1.4(OP)	☐ No, Explain
1.3.209	Any automatic pressure altitude reporting equipment associated with a radar beacon transponder unless, as installed, that equipment was tested and calibrated to transmit altitude data corresponding within 125 feet (on a 95 percent probability basis) of the indicated or calibrated datum of the altimeter normally used to maintain flight altitude, with that altimeter referenced to 29.92 inches of mercury for altitudes from sea level to the maximum operating altitude of the aircraft; or unless the altimeters and digitizers in that equipment meet the standards of TSO-C10b and TSO-C88, respectively? SRRs: 91.217(b); 91.217(c)	☐ Yes ☐ No, Explain
1.3.210	If cargo is to be carried in a passenger compartment aft of a bulkhead or a divider, the cargo is restrained to the load factors in 14 CFR part 25.561(b)(3)? SRRs: 121.285(c)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.211	Each airplane is equipped with a free-air temperature indicator? SRRs: 121.305(d)	☐ Yes ☐ No, Explain
1.3.212	Each airplane is equipped with a carburetor air temperature indicator for each engine? SRRs: 121.307(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.213	Each airplane is equipped with a cylinder head temperature indicator for each air-cooled engine? SRRs: 121.307(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.214	Each airplane is equipped with an oil-in temperature indicator for each engine? SRRs: 121.307(f)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.215	In a galley located in a passenger compartment, at least one hand fire extinguisher is conveniently located and easily accessible for use? SRRs: 121.309(c)(6)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.216	If the exterior exit marking reflectance of the darker color is 15 percent or less, the reflectance of the lighter color is at least 45 percent? SRRs: 121.310(g)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.217	If the exterior exit marking reflectance of the darker color is greater than 15 percent, at least a 30 percent difference between its reflectance and the reflectance of the lighter color is provided? SRRs: 121.310(g)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.3.218	A passenger-carrying airplane for which the application for the type certificate prior to May 1, 1972, is equipped with a slip-resistant exterior emergency escape route meeting the requirements of 25.803(e)? SRRs: 121.310(h)(2); 121.310(h)(2)(i)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.219	Each floor level door or exit in the side of the fuselage (other than those leading into a cargo or baggage compartment that is not accessible from the passenger cabin) that is 44 or more inches high and 20 or more inches wide, but not wider than 46 inches, each passenger ventral exit (except the ventral exits on M 404 and CV 240 airplanes), and each tail cone exit, meets the requirements of 14 CFR 121.310 for floor level emergency exits? SRRs: 121.310(i)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.220	Each large passenger-carrying turbojet-powered airplane, each ventral exit and tailcone exit is designed and constructed so that it cannot be opened during flight? SRRs: 121.310(k)(1); 121.310(k)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.221	Each large passenger-carrying turbojet-powered airplane, each ventral exit and tailcone exit is marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight? SRRs: 121.310(k)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.222	Each passenger-carrying airplane is equipped with flashlight stowage provisions accessible from each flight attendant seat? SRRs: 121.310(n)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.223	For each transport category airplane type certificated after January 1, 1958 and manufactured before September 2, 2005, when thermal/acoustic insulation is installed in the fuselage as replacements after September 2, 2005, the insulation meets the flame propagation requirements of 25.856 if it is of a blanket construction? SRRs: 121.312(e); 121.312(e)(1); 121.312(e)(1)(i)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.224	For each transport category airplane type certificated after January 1, 1958 and manufactured before September 2, 2005, when thermal/acoustic insulation is installed in the fuselage as replacements after September 2, 2005, the insulation meets the flame propagation requirements of 25.856 if it is installed around air ducting? SRRs: 121.312(e)(1)(ii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.225	For airplanes manufactured after September 2, 2005, thermal/acoustic insulation materials installed in the fuselage meet the flame propagation requirements of 25.856? SRRs: 121.312(e)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.226	For airplanes with a passenger capacity of 20 or greater, manufactured after September 3, 2007, thermal/acoustic insulation materials installed in the lower half of the fuselage meet the flame penetration resistance requirements of 25.856? SRRs: 121.312(e)(3)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.3.227	The cabin ozone concentration requirements of 14 CFR Part 121, Section 121.578? SRRs: 121.578(b)(1); 121.578(b)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.4.	Do the certificate holder's approved cockpit check procedures include each item necessary for flight crewmembers to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies? SRRs: 121.315(a)	☐ Yes ☐ No, Explain
1.5.	Are the certificate holder's approved cockpit check procedures designed so that a flight crewmember w ll not need to rely upon his/her memory for items to be checked? SRRs: 121.315(b)	☐ Yes ☐ No, Explain
1.6.	Does the certificate holder include on passenger information cards, at each exit seat affected by 14 CFR part 121, section 121.585, information that, in the event of an emergency in which a crewmember is not available to assist, a passenger occupying an exit seat may use if called upon to perform the functions identified in 14 CFR part 121, section 121.585(d)? SRRs: 121.585(d)(1); 121.585(d)(2); 121.585(d)(3); 121.585(d)(4); 121.585(d)(5); 121.585(d)(6); 121.585(d)(7); 121.585(d)(8); 121.585(d)(9); 121.585(d)(10); 121.585(d) *Related Design JTIs:* 1. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to locate the emergency exit presented in the language in which briefings and oral commands are given by the crew, at each exit seat. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(1) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 2. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to recognize the emergency exit opening mechanism at each exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(2) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 3. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to comprehend the instructions for operating the emergency exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(3) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 4. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to operate the emergency exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(4) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 5. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed.	☐ Yes ☐ No, Explain ☐ Not Applicable

	Sources: 121.135(a)(1); 121.571(b); 121.585(d)(5) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 6. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to follow oral directions and hand signals given by a crewmember. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(6) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 7. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to stow or secure the emergency exit door so that it will not impede use of the exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(7) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 8. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(8) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 9. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, pass expeditiously through the emergency exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(9) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP) 10. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, assess, select, and follow a safe path away from the emergency exit. *Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(10) *Interfaces:* 1.1.2(AW); 1.1.2(OP); 3.1.2(OP); 3.1.6(OP)	
1.7.	Has the certificate holder incorporated in its maintenance program FAA Aircraft Certification Office (ACO) approved repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs) for the aircraft listed in 14 CFR part 121, section 121.1107(a) that meet the requirements of that paragraph? SRRs: 121.1107(a) *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs), are incorporated in its maintenance program in accordance with specified flight cycle implementation time.	☐ Yes ☐ No, Explain ☐ Not Applicable

	Sources: 121.367; 121.370(a)(1); 121.370(a)(10); 121.370(a)(11); 121.370(a)(12); 121.370(a)(2); 121.370(a)(3); 121.370(a)(4); 121.370(a)(5); 121.370(a)(6); 121.370(a)(7); 121.370(a)(8); 121.370(a)(9) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.8.	Does the certificate holder's manual specify that it will carry on board each airplane: SRRs: 121.141(b)	
1.8.1	The applicable flight manual? SRRs: 121.141(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.8.2	The manual required by 14 CFR part 121, section 121.133, if it contains the information required for the applicable flight manual and this information is clearly identified as flight manual requirements? SRRs: 121.141(b) *Related Design JTIs:* 1. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to prepare and keep current the manual required by Sec. 121.133, if it contains the information required for the applicable flight manual and this information is clearly identified as flight manual requirements. *Sources:* 121.133(a); 121.135(a)(1); 121.141(b) *Interfaces:* 2.1.1(AW); 2.1.1(OP); 3.1.3(OP); 3.1.9(OP)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.9.	Has the certificate holder clearly identified the revised applicable flight manual operating procedures sections and modified performance data presentation, approved by the Administrator, as airplane flight manual requirements? SRRs: 121.141(b)(1); 121.141(b)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.10.	Does the certificate holder s manual contain the required references to, or excerpts from, the applicable operations specifications? SRRs: 119.43(b); D.072(d); D.072(e); B.036c(1); D.072(f)	☐ Yes ☐ No, Explain
1.11.	If the certificate holder s manual includes excerpts from its operations specifications, are the excerpts clearly identified as part of the operations specifications? SRRs: 119.43(b)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.12.	Does the certificate holder s manual require compliance with the applicable operations specifications? SRRs: 119.43(b)(2); D.072(d); D.072(e); B.036c(1); D.072(f)	☐ Yes ☐ No, Explain
1.13.	Does the certificate holder s Aircraft Airworthiness process contain a method for keeping all persons engaged in its operations informed of the provisions of the applicable operations specifications? SRRs: 119.43(c); D.072(d); D.072(e); B.036c(1); D.072(f)	☐ Yes ☐ No, Explain
1.14.	Does the certificate holder's Aircraft Airworthiness process comply with the additional requirements for emergency equipment in 14 CFR Part 121, Section 121.310? SRRs: 121.310(c)(1); 121.310(c)(2); 121.310(c)(3); 121.310(e)(1); 121.310(e)(1)(i); 121.310(e)(1)(ii); 121.310(e)(2); 121.310(f)(1); 121.310(f)(2);	☐ Yes ☐ No, Explain ☐ Not Applicable

	121.310(f)(3); 121.310(f)(3)(i); 121.310(f)(3)(ii); 121.310(f)(3)(iii); 121.310(f)(4); 121.310(f)(5); 121.310(f)(6); 121.310(j); 121.310; 121.310(c); 121.310(f); 121.310(f)(7) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the location of each passenger emergency exit operating handle, and instructions for opening the exit, are shown by a marking on or near the exit that is readable from a distance of 30 inches. *Sources:* 121.310(e)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening is shown by a red arrow with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70 of arc at a radius approximately equal to three-fourths of the handle length. *Sources:* 121.310(e)(1)(i); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening is shown by the word "open" in red letters 1 inch high placed horizontally near the head of the arrow. *Sources:* 121.310(e)(1)(ii); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the location of each passenger emergency exit operating handle and instructions for opening the exit are shown in accordance with the requirements under which the airplane was type certificated. *Sources:* 121.310(e)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no operating handle or operating handle cover may continue to be used if its luminescence (brightness) decreases to below 100 microlamberts. *Sources:* 121.310(e)(2); 121.367	

		Interfaces: 1.3.1(AW); 1.3.2(AW)	
	6.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passage way between individual passenger areas, or leading to a Type I or Type II emergency exit, is unobstructed and at least 20 inches wide. *Sources:* 121.310(f)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	7.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is enough space next to each Type I or Type II emergency exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below 20 inches. *Sources:* 121.310(f)(1); 121.310(f)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	8.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is access from the main aisle to each Type III and Type IV exit which is not obstructed by seats, berths, or other protrusions in a manner that would reduce the effectiveness of the exit. *Sources:* 121.310(f)(3); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	9.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that required emergency exit distribution is as uniform as practical, taking passenger distribution into account. *Sources:* 121.310(f)(3)(iii); 121.367; 25.813(c)(1)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	10.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that if it is necessary to pass through a passageway between passenger compartments to reach any required emergency exit from any seat in the passenger cabin, the passageway is not obstructed. *Sources:* 121.310(f)(4); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	11.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no door is installed in any partition between passenger compartments. *Sources:* 121.310(f)(5); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	12.	Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program	

		covering other maintenance, preventive maintenance and alterations that ensures that if it is necessary to pass through a doorway separating the passenger cabin from other areas to reach required emergency exit from any passenger seat, the door has a means to latch it in open position. *Sources:* 121.310(f)(6); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	13.	Check that the Certificate Holder, who operates an airplane having an emergency exit configuration installed and authorized for operation prior to October 16, 1987, that is required to have more than one passenger emergency exit for each side of the fuselage, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no passenger emergency exit is more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges. *Sources:* 121.310(m); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	14.	Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that approved emergency exits in the passenger compartments that are in excess of the minimum number of required emergency exits meet all of the applicable provisions of 121.310 except paragraphs (f)(1), (2), and (3) and are readily accessible. *Sources:* 121.310(j); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	15.	Check that the Certificate Holder, who operates a large passenger-carrying turbojet-powered airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each ventral exit and tailcone exit is designed and constructed so that it cannot be opened during flight. *Sources:* 121.310(k)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	16.	Check that the Certificate Holder, who operates a passenger carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that illuminates each passenger exit marking and locating sign. *Sources:* 121.310(c)(1); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	17.	Check that the Certificate Holder, who operates a passenger carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that provides enough general lighting in the passenger cabin so that the average illumination when measured at 40-inch intervals at seat armrest height, on the centerline of the main passenger aisle, is at least 0.05 foot-candles. *Sources:* 121.310(c)(2); 121.367 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
	18.	Check that the Certificate Holder, who operates passenger-carrying airplanes, type certificated after January 1, 1958 has an inspection	

	program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat. *Sources:* 121.310(c)(3); 121.367; 25.812(e)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 19. Check that the Certificate Holder, who operates passenger-carrying airplanes, type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 4 feet above the cabin floor. *Sources:* 121.310(c)(3); 121.367; 25.812(e)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 20. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with a slip-resistant escape route established from each overwing emergency exit. *Sources:* 121.310(h)(2)(i); 121.367; 25.810(c) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.15.	Does the certificate holder's Aircraft Airworthiness process comply with the cabin ozone concentration requirements of 14 CFR Part 121, Section 121.578? SRRs: 121.578(b)(1); 121.578(b)(2) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane at flight levels above 320, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures it is successfully demonstrated to the Administrator that the concentration of ozone inside the cabin will not exceed 0.25 parts per million by volume, sea level equivalent, at any time above that flight level. *Sources:* 121.367; 121.578(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane at flight levels above 270, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures it is successfully demonstrated to the Administrator that the concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level. *Sources:* 121.367; 121.578(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable

	3. Check that the Certificate Holder, who operates an airplane above flight level 320, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that concentration of ozone inside the cabin will not exceed 0.25 parts per million by volume, sea level equivalent, at any time above that flight level. *Sources:* 121.367; 121.578(b)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 4. Check that the Certificate Holder, who operates an airplane above flight level 270, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level. (For this purpose, the amount of ozone below flight level 180 is considered to be zero). *Sources:* 121.367; 121.578(b)(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.16.	Does the certificate holder's Aircraft Airworthiness process comply with the cargo compartment requirements of 14 CFR Part 25, Section 25.857? SRRs: 25.857(e)(4); 25.857(e)(5) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane with a class E cargo compartment has an inspection program and a program covering other maintenance preventive maintenance and alterations that ensures that the required crew emergency exits are accessible under any cargo loading condition. *Sources:* 121.367; 25.857(e)(5) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show the required crew emergency exits are accessible under any cargo loading condition. *Sources:* 121.367; 25.855(h)(1); 25.857(e)(5) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show there are means to exclude hazardous quantities of smoke, flames, or noxious gases, from the flight crew compartment. *Sources:* 121.367; 25.855(h)(2); 25.857(e)(4) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.17.	Does the certificate holder's Aircraft Airworthiness process comply with the Instructions for Continued Airworthiness requirements of 14 CFR Part 25, Section 25.1529? SRRs: 25.1529	☐ Yes ☐ No, Explain

1.18.	Does the certificate holder's Aircraft Airworthiness process comply with the airspace requirements of 14 CFR Part 91, Section 91.705? SRRs: 91.705(a)(1) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates in airspace designated as Minimum Navigation Performance Specifications (MNPS) airspace, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the aircraft has approved navigation performance capability that complies with the requirements of appendix C of 14 CFR part 91. *Sources:* 121.367; 91.705(a)(1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.19.	Does the certificate holder's Aircraft Airworthiness process comply with the requirements for passenger information signs and placards in 14 CFR Part 25, Section 25.791? SRRs: 25.791(a) *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane on a flight on which smoking is prohibited has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least one placard so stating that is legible to each person seated in the cabin. *Sources:* 121.367; 25.791(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW) 2. Check that the Certificate Holder, who operates an airplane on a flight on which smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least one sign, operable by a member of the flightcrew, legible under all probable conditions of cabin illumination to each person seated in the cabin, notifying when smoking is prohibited. *Sources:* 121.367; 25.791(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.20.	Does the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations include instructions and procedures that ensure that each flight recorder is installed in accordance with the requirements of 14 CFR 25.1459 in effect on August 31, 1977? SRRs: 121.135(b)(17); 121.367	☐ Yes ☐ No, Explain
1.21.	Does the certificate holder s Aircraft Airworthiness process comply with the requirements for large airplanes (type certificated under the Civil Air Regulations effective before April 9, 1957) in passenger-carrying operations for hire, with more than the number of occupants allowed under Civil Air Regulations 4b.362 (a), (b), and (c) as in effect on December 20, 1951; or approved under Special Civil Air Regulations SR 387, SR 389, SR 389A, or SR 389B, as listed under the provisions and requirements of 14 CFR 91.607? SRRs: 91.607	☐ Yes ☐ No, Explain ☐ Not Applicable

1.22.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure a non-transport category airplane manufactured after December 20th, 1999 contains a takeoff warning system that meets the requirements of 14 CFR 25.703? SRRs: 121.293	☐ Yes ☐ No, Explain ☐ Not Applicable
1.23.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure that each turbine engine powered airplane is equipped with sustaining oxygen and equipment for use: SRRs: 121.135(b)(17); 121.367; 121.329(a)	
1.23.1	For a particular operation that is determined on the basis of cabin pressure altitudes and flight duration, consistent with the operating procedures established for each operation and route? SRRs: 121.329(a)(1); 121.329(a)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.23.2	For airplanes with pressurized cabins are determined on the basis of cabin pressure altitude and the assumption that a cabin pressurization failure will occur at the altitude or point of flight that is most critical from the standpoint of oxygen need, and that after the failure the airplane will descend in accordance with the emergency procedures specified in the Airplane Flight Manual, without exceeding its operating limitations, to a flight altitude that will allow successful termination of the flight? SRRs: 121.329(a)(3); 121.329(a)(4)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.24.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure when operating a reciprocating engine powered, pressurized cabin airplane, above 10.000 feet, it is equipped, in the event of a cabin pressure failure: SRRs: 121.135(b)(17); 121.331(a); 121.367	
1.24.1	With enough oxygen for each crewmember for the entire flight at those altitudes and not less than a two-hour supply for each flight crewmember on flight deck duty? SRRs: 121.331(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.24.2	With enough oxygen for 30 minutes for 10 percent of the passengers, if at any point along the route to be flown the airplane can safely descend to a flight altitude of 14,000 feet or less within four minutes, when an airplane is flown above 8000 feet and not flown at a flight altitude above flight level 250? SRRs: 121.331(c)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.24.3	For that part of the flight that is more than four minutes duration at flight altitudes above 15,000 feet enough oxygen for each passenger carried during the entire flight at those altitudes? SRRs: 121.327(c)(3); 121.331(c)(2)(i)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.24.4	For that part of the flight at flight altitudes above 14,000 feet, up to and including 15,000 feet enough oxygen for that part of the flight at those altitudes for 30 percent of the passengers? SRRs: 121.327(c)(2); 121.331(c)(2)(ii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.24.5	For flight at flight altitudes above 8,000 feet up to and including 14,000 feet, enough oxygen for 30 minutes for 10 percent of the passengers? SRRs: 121.331(c)(2)(iii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.25.	Does the certificate holder s inspection program and the program covering	

	other maintenance include instructions and procedures that ensure equipment standards: SRRs: 121.135(b)(17); 121.367	
1.25.1	For reciprocating engine powered airplanes oxygen apparatus, the minimum rates of oxygen flow, and the supply of oxygen necessary to comply with 121.327 meet the standards established in section 4b.651 of the Civil Air Regulations as in effect on July 20, 1950? SRRs: 121.335(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.25.2	For turbine engine powered airplanes, the oxygen apparatus, the minimum rate of oxygen flow, and the supply of oxygen necessary to comply with 121.329 and 121.333 meet the standards established in section 4b.651 of the Civil Air Regulations as in effect on September 1, 1958? SRRs: 121.335(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.26.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure: SRRs: 121.135(b)(17); 121.367	
1.26.1	Whenever a flight recorder is installed, it is operated continuously from the instant the airplane begins the takeoff roll until it has completed the landing roll at an airport? SRRs: 121.343(g); 121.344(g)	☐ Yes ☐ No, Explain
1.26.2	Each flight recorder is installed in accordance with the requirements of 25.1459? SRRs: 121.343(j); 25.1459(c)	☐ Yes ☐ No, Explain
1.26.3	Each flight data recorder system is installed in accordance with the requirements of 25.1459 (a), (b), (d), and (e)? SRRs: 121.344(j); 25.1459(a); 25.1459(b); 25.1459(e); 25.1459(d)	☐ Yes ☐ No, Explain
1.27.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure the digital flight data recorder for a 10-19 seat airplane is installed in accordance with the requirements of 23.1459 (a), (b), (d), and (e)? SRRs: 121.135(b)(17); 121.367; 121.344a(d)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.28.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure turbine-powered airplanes not listed in 121.358(b)(1) are equipped with an approved airborne windshear warning system? SRRs: 121.358(b)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.29.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure: SRRs: 121.135(b)(17); 121.367	
1.29.1	A turbine-powered airplane having a passenger seat configuration of 10 19 seats is equipped with an approved cockpit voice recorder that is installed in compliance with Part 23 and Part 25, as applicable? SRRs: 121.359(d)(1); 121.359(d)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.29.2	Each turbine-powered airplane having a passenger seat configuration of 10 19 seats unless it is equipped with an approved cockpit voice recorder that is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight? SRRs: 121.359(d)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.29.3	A multi-engine, turbine-powered airplane having a passenger seat configuration of 20 to 30 seats is equipped with an approved cockpit voice recorder that is installed in compliance with 23.1457 or 25.1457 as applicable? SRRs: 121.359(e)(1); 121.359(e)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.29.4	A multi-engine, turbine-powered airplane having a passenger seat configuration of 20 to 30 seats is equipped with an approved cockpit voice recorder that is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight? SRRs: 121.359(e)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.30.	Does the certificate holder s inspection program and the program covering other maintenance include instructions and procedures that ensure when authorized to carry a person covered by 14 CFR 121.583(a): SRRs: 121.135(b)(17); 121.583(a); 121.367	
1.30.1	Each person has unobstructed access from his seat to the pilot compartment or to a regular or emergency exit? SRRs: 121.583(b)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.30.2	The pilot in command has a means of notifying each person when smoking is prohibited and when safety belts must be fastened? SRRs: 121.583(b)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.30.3	The airplane has an approved seat with an approved safety belt for each person and the seat is located so that the occupant is not in any position to interfere with the flight crewmembers performing their duties? SRRs: 121.583(b)(3)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.31.	Does the certificate holder's Aircraft Airworthiness process comply with the related requirements of FAA Airworthiness Directives (ADs)? *Related Design JTIs:* 1. Check that the Certificate Holders inspection program has instructions that ensure that before any airplane that is subject to a CPCP can be added to the air carrier's operations specifications, the tasks required by the applicable AD are accomplished. *Sources:* AD 90-25-03 AD 92-22-08 R1 AD 94-18-02 *Interfaces:* 1.3.2(AW); 1.3.6(AW)	☐ Yes ☐ No, Explain
1.32.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 20-131A, Change 1? *Related Design JTIs:* 1. Check that the Certificate Holders instructions covering maintenance and preventive maintenance ensures that, if there is an aircraft registration number change, the discrete aircraft address for the Mode S transponder that identifies the aircraft is obtained from the appropriate airworthiness authority, *Sources:* AC 20-131A Paragraph 3 c (1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.33.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-77?	☐ Yes ☐ No, Explain

	Related Design JTIs: 1. Check that the Certificate Holders instructions covering maintenance and preventive maintenance ensures that the operator is responsible for determining that major repairs and major alterations have been accomplished in accordance with technical data approved by the Administrator. *Sources:* AC 120-77 Paragraph 9c *Interfaces:* 1.2.2(AW); 1.2.3(AW)	
1.34.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-73? *Related Design JTIs:* 1. Check that the Certificate Holder's inspection program includes instructions to accomplish a survey of the structure of each airplane for structural repairs without accompanying documentation. *Sources:* AC 120-73 Paragraph 5a(1)(a) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.35.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-27E?	☐ Yes ☐ No, Explain
1.36.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-1329-1B?	☐ Yes ☐ No, Explain
1.37.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-7A? *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane in which provisions for passenger entertainment are included, has instructions and information that adequate override of the music/audio by the cockpit crew attendants, or by prerecorded announcements, should be demonstrated. *Sources:* AC 25-7A Paragraph 170 b(3)(i) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.38.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-10? *Related Design JTIs:* 1. Check that the Certificate Holder, who operates an airplane in which there has been an alteration limited to the installation of miscellaneous, nonrequired electrical equipment, has instructions and information that flammability requirements should be met for materials used in nonelectrical components, or materials external to a metal enclosure (which will contain a fire) used for electrical components. *Sources:* AC 25-10 Paragraph 5b(2) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.39.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-15? *Related Design JTIs:*	☐ Yes ☐ No, Explain ☐ Not Applicable

	1. Check that the Certificate Holder's instructions and information include a requirement that all Flight Management System (FMS) software changes be identified in the outside of the associated line replaceable unit. *Sources:* AC 25.15 Paragraph 5 l. (1) *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
1.40.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-28D? *Related Design JTIs:* 1. Check that the Certificate Holders instructions and information require at least two approved radio altimeter systems which meet the performance requirements outlined in Appendix 3, or acceptable earlier criteria. *Sources:* AC 120-28D Section 5.2 *Interfaces:* 1.3.1(AW); 1.3.2(AW)	☐ Yes ☐ No, Explain
1.41.	Does the certificate holder's Aircraft Airworthiness process comply with the guidance contained in the applicable maintenance manual for flight control balancing following painting? SRRs: 121.380(a)(1); 121.380(c)(1)	☐ Yes ☐ No, Explain
1.42.	Does the certificate holder's Airworthiness process comply with the guidance contained in AC 43-4A?	☐ Yes ☐ No, Explain
1.43.	Does the certificate holder's Airworthiness process comply with the guidance contained in AC 20-42C?	☐ Yes ☐ No, Explain
1.44.	Does the certificate holder's Airworthiness process comply with the guidance contained in AC 25-18?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.45.	Does the certificate holder' Aircraft Airworthiness process comply with the guidance contained in FAA Order 8900.1? *Related Design JTIs:* 1. Check that the Certificate Holder's procedures ensure that the approved Weight and Balance manual is appropriate for the make model and series of the aircraft concerned. *Sources:* FAA Order 8900.1, Vol 03, Ch 047, Para 3-3988. *Interfaces:* 1.3.17(AW); 3.2.2(OP) 2. Check that the Certificate Holders manual, required by 14 CFR Part 121.391 to provide flight attendants, contains descriptions and/or diagrams pertinent to each type/model of aircraft showing: ? Duty station for each crewmember (including flight crew) during an evacuation or ditching ? The emergency equipment location should be given for each type of aircraft ? Each exit (clearly show what type of exit) ? Approved crew bag stowage areas ? A description for operations at floor level exits ? Description of operation for evacuation slides, slide/rafts ? A description of operation at window exits ? A description pertinent to ventral stairs ? The information about the operation pertinent to tailcones ? Describe or depict the opening and the use of any equipment that would assist in reaching the ground (such as escape ropes) ? Escape routes other than cabin. Information should show the method of reaching these exits, the	☐ Yes ☐ No, Explain

	opening, and actions necessary to exit ? Door safety Straps ? Description of each type of F/A station ? Information about circuit breakers, heat, or ventilation located in the cabin. ? Location of emergency lights, emergency light switches ? Public address and interphone systems ? Evacuation alarm location ? Description and location for each kind of portable oxygen dispensing unit ? Locations of each piece of galley equipment ? Location of carry-on baggage restraints ? Location of the smoke alarms ? Location, of trash container doors ? Safety equipment on upper/lower decks ? Lifts ? Location, of flotation cushions ? Life preservers ? Liferafts and slides used in floatation ? Location of fire extinguisher/PBE ? Location of smoke barriers ? Location of first aid/medical kits *Sources:* FAA Order 8900.1, Vol 03, Ch 032, Sec 013, Para 3-3426B, Fig 3-124. *Interfaces:* 3.1.6(OP); 4.2.4(OP) 3. Check that the Certificate Holders manual, required by 121.391 to provide flight attendants, contains the location of any items of equipment which vary from one aircraft to another, and that the N-numbers are provided for that specific equipment. *Sources:* FAA Order 8900.1, Vol 03, Ch 032, Sec 013, Para 3-3426B, Fig 3-124. *Interfaces:* 3.1.6(OP); 4.2.4(OP) 4. Check that the Certificate Holder's inspection program contains instructions that additional age-related structural inspections are incorporated into the maintenance program in accordance with the requirements of the supplemental structural inspection document. *Sources:* FAA Order 8900.1, Vol 3, Ch 43, Para 3-3869 C. *Interfaces:* 1.3.1(AW); 1.3.2(AW) 5. Check that the Certificate Holder, who operates in MNPS using inertial navigation systems, has instructions and information that the equipment must meet the requirements specified in 14 CFR part 121, Appendix G *Sources:* FAA Order 8900.1, Vol 4, Ch 14, Sec 5, Para 1453 A. *Interfaces:* 1.3.1(AW); 1.3.2(AW) 6. Check that the Certificate Holder, who operates in MNPS using Doppler systems, has instructions and information that the equipment must meet the requirements specified in 14 CFR part 121, appendix G. *Sources:* FAA Order 8900.1, Vol 4, Ch 14, Sec 5, Para 1453 A. *Interfaces:* 1.3.1(AW); 1.3.2(AW)	
2.	Does the certificate holder's manual contain general policies for the Aircraft Airworthiness process that comply with the SRRs? SRRs: 121.135(b)(1); 45.11(d); 91.9(c); 45.25; 45.29; 121.306(c)	☐ Yes ☐ No, Explain
3.	Does the certificate holder's manual reference the appropriate Federal Aviation Regulations listed in the Supplemental Information section of this safety attribute inspection (SAI)? SRRs: 121.135(b)(3)	☐ Yes ☐ No, Explain
4.	Does the certificate holder's manual contain the duties and responsibilities for personnel who will accomplish the Aircraft Airworthiness process? SRRs: 121.135(b)(2)	☐ Yes ☐ No, Explain

5.	Does the certificate holder's manual include instructions and information for personnel to meet the requirements of the Aircraft Airworthiness process? SRRs: 121.135(a)(1)	☐ Yes ☐ No, Explain

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

SAI Section 2 - Controls Attribute
Objective: Controls are checks and restraints designed into a process to ensure a desired result. The questions in this section of the DCT are designed to assist the inspector in determining if checks and restraints are designed into the process to ensure the desired result is achieved. Controls should be written into the system to ensure that the most important policies, procedures, or instructions and information will be followed. Controls may be in the form of administrative controls, which are secondary or supplemental written procedures. Like written procedures, administrative controls also need to provide answers to questions regarding who, what, when, where, and how. Controls may also be in the form of engineered controls, such as automated features or mechanical actions or devices (i.e., safety devices, warning devices, etc.).
Tasks
To meet this objective, the inspector must accomplish the following tasks:
1. Review the control questions below.
2. Review the certificate holder's policies, procedures, instructions, and information to gain an understanding of the controls that it has documented.

Questions		
	To meet this objective, the inspector must answer the following questions:	
1.	Are the following controls built into the Aircraft Airworthiness process:	
1.1.	Is there a control or controls in place to ensure that the certificate holder's aircraft meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.2.	Is there a control or controls in place to ensure that the certificate holder's engines and parts thereof meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.3.	Is there a control or controls in place to ensure that the certificate holder's propellers and parts thereof meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.4.	Is there a control or controls in place to ensure that the certificate holder's appliances and parts thereof meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.5.	Is there a control or controls in place to ensure that the certificate holder's emergency equipment and parts thereof meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.6.	Is there a control or controls in place to ensure that the certificate holder's airframe and parts thereof meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive	☐ Yes ☐ No, Explain

	maintenance, and alterations?	
1.7.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's aircraft meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.8.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's engines and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.9.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's propellers and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.10.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's appliances and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.11.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's emergency equipment and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.12.	Is there a control or controls in place to ensure that the certificate holder's inspection and maintenance records show that the certificate holder's airframe and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
2.	Does the certificate holder have a documented method for assessing the impact of any changes made to the controls in the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain

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

SAI Section 3 - Process Measurement Attribute
Objective: Process measurements are used by the certificate holder to measure and assess its processes, to identify and correct problems or potential problems, and to make improvements to the processes. The questions in this section of the DCT are designed to assist the inspector in determining if the certificate holder measures or assesses information to identify, analyze, and document potential problems with the process. Process measurements are a certificate holder's internal evaluation or auditing of the most important policies, procedures, or instructions and information associated with an element. To prevent the duplication of work, process measurements are most commonly addressed through a combination of auditing features contained in both the certificate holder's safety program/internal evaluation program (for operations and cabin safety related issues) and the auditing function of the Continuous Analysis and Surveillance System (for airworthiness or maintenance/inspection related issues). The director of safety and the quality assurance department often work together to accomplish this function for the certificate holder. This approach requires amendment of the safety program/internal evaluation program audit forms or checklists and the Continuous Analysis and Surveillance System audit forms or checklists to include the specific process measurements for each element.

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

Questions		
	To meet this objective, the inspector must answer the following questions:	
1.	Does the certificate holder's Aircraft Airworthiness process include the following process measurements:	
1.1.	Is there a process measurement or process measurements that would reveal if the certificate holder's aircraft failed to meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.2.	Is there a process measurement or process measurements that would reveal if the certificate holder's engines and parts thereof failed to meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.3.	Is there a process measurement or process measurements that would reveal if the certificate holder's propellers and parts thereof failed to meet meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.4.	Is there a process measurement or process measurements that would reveal if the certificate holder's appliances and parts thereof failed to meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain

1.5.	Is there a process measurement or process measurements that would reveal if the certificate holder's emergency equipment and parts thereof failed to meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.6.	Is there a process measurement or process measurements that would reveal if the certificate holder's airframe and parts thereof failed to meet the requirements of the certificate holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.7.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's aircraft met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.8.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's engines and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.9.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's propellers and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.10.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's appliances and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.11.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's emergency equipment and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
1.12.	Is there a process measurement or process measurements that would reveal if the certificate holder's inspection and maintenance records failed to show that the certificate holder's airframe and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	☐ Yes ☐ No, Explain
2.	Is there a process measurement or process measurements that would reveal if the certificate holder's policy, procedures, instructions, and information were not followed?	☐ Yes ☐ No, Explain
3.	Does the certificate holder document its process measurement results?	☐ Yes ☐ No, Explain
4.	Does the certificate holder use its process measurement results to improve its programs?	☐ Yes ☐ No, Explain
5.	Does the organization that conducts the process measurements have direct access to the person with responsibility for the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain

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

SAI Section 4 - Interfaces Attribute
Objective: Interfaces are used by the certificate holder to identify and manage the interactions between processes. The questions in this section of the DCT are designed to assist the inspector in determining whether or not interactions between the policies, procedures, or instructions and information associated with other independent processes within the certificate holder's organization are documented. Written policies, procedures, or instructions and information that are interrelated and located in different areas within the certificate holder's system must be consistent and complement each other. For the interfaces to be effectively managed, the certificate holder's system should identify and document the interfaces.

Tasks	
	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the interfaces associated with the Aircraft Airworthiness process that have been identified along with the individual questions in section 1, Procedures, of this DCT.
2.	Review the certificate holder's policies, procedures, instructions, and information to gain an understanding of the interfaces that it has documented.

Questions		
	To meet this objective, the inspector must answer the following questions: Note: The design task (JTIs) displayed with the quesions in section 1, Procedures, of the DCT identify potential interfaces (by element number) for this element.	
1.	Does the certificate holder's system properly address the interfaces that are identified along with the questions in section 1, Procedures, of this DCT?	☐ Yes ☐ No, Explain
2.	Does the certificate holder document a method for assessing the impact of any changes to the associated interfaces within the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain

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

SAI Section 5 - Management Responsibility & Authority Attributes
Objective: The questions in this section of the DCT address the responsibility and authority of the process. They are designed to assist the inspector in determining if there is a clearly identifiable, qualified, and knowledgeable person who is responsible for the process, is answerable for the quality of the process, and has the authority to establish and modify the process. (The person with the authority may or may not be the person with the responsibility.)

Tasks	
	To meet this objective, the inspector must accomplish the following tasks:
1.	Identify the person who has overall responsibility for the Aircraft Airworthiness process.
2.	Identify the person who has overall authority for the Aircraft Airworthiness process.
3.	Review the duties and responsibilities of the person(s), documented in the certificate holder's manual.
4.	Review the appropriate organizational chart.

Questions		
	To meet this objective, the inspector must answer the following questions:	
1.	Does the certificate holder clearly identify who is responsible for the quality of the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain Name/Title:
2.	Does the certificate holder clearly identify who has authority to establish and modify the policies, procedures, instructions, and information for the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain Name/Title:
3.	Does the certificate holder's manual include the duties and responsibilities of those who manage the work required by the Aircraft Airworthiness process? SRRs: 121.135(b)(2)	☐ Yes ☐ No, Explain
4.	Does the certificate holder's manual include instructions and information for those who manage the work required by the Aircraft Airworthiness process? SRRs: 121.135(a)(1)	☐ Yes ☐ No, Explain
5.	Does the certificate holder clearly and completely document the responsibility for this position?	☐ Yes ☐ No, Explain
6.	Does the certificate holder clearly and completely document the authority for this position?	☐ Yes ☐ No, Explain
7.	Does the certificate holder clearly and completely document its qualification standards for the person having responsibility for the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain
8.	Does the certificate holder's manual clearly and completely document their qualification standards for the person having authority to establish and modify the certificate holder's policies, procedures, instructions, and information for the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain
9.	Does the certificate holder clearly and completely document the procedures for delegation of authority for the Aircraft Airworthiness process?	☐ Yes ☐ No, Explain

SAI Section 5 - Management Responsibility & Authority Attributes Drop-Down Menu
1. Not documented.
2. Documentation unclear.
3. Documentation incomplete.
4. Other.