

**Element Performance Inspection (EPI) Data Collection Tool**  
**4.3.1 Pilot Operating Limitations / Recent Experience (OP)**

**ELEMENT SUMMARY INFORMATION**

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

- To ensure that new pilots acquire the consolidation of skills and knowledge, are qualified for line operations, and maintain currency in line operations.

**Objective** (FAA oversight):

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

**Specific Instructions:**

- Intentionally left blank

**Related EPIs:**

- 6.1.1 Scheduling / Reporting System (OP)

**SUPPLEMENTAL INFORMATION**

**Specific Regulatory Requirements (SRRs):**

- SRRs:
  - 119.43(b)
  - 119.43(b)(1)
  - 119.43(b)(2)
  - 119.43(c)
  - 121.135(a)(1)
  - 121.135(b)(1)
  - 121.135(b)(2)
  - 121.135(b)(3)
  - 121.434(a)
  - 121.434(a)(1)
  - 121.434(a)(2)
  - 121.434(a)(3)
  - 121.434(b)
  - 121.434(b)(1)
  - 121.434(b)(2)
  - 121.434(b)(3)
  - 121.434(c)
  - 121.434(c)(1)(i)
  - 121.434(c)(1)(ii)
  - 121.434(c)(2)

- SRRs:
  - 121.434(c)(3)(i)
  - 121.434(c)(3)(ii)
  - 121.434(c)(3)(iii)
  - 121.434(d)
  - 121.434(e)
  - 121.434(f)
  - 121.434(g)
  - 121.434(h)(1)
  - 121.434(h)(2)
  - 121.434(h)(3)
  - 121.434(h)(4)(i)
  - 121.434(h)(4)(ii)
  - 121.434(i)
  - 121.438
  - 121.438(a)(1)
  - 121.438(a)(2)(i)
  - 121.438(a)(2)(iii)
  - 121.438(a)(2)(iv)
  - 121.438(a)(2)(vi)
  - 121.438(a)(2)(vii)
  - 121.438(b)
  - 121.439
  - 121.439(a)
  - 121.439(b)(1)
  - 121.439(b)(2)
  - 121.439(c)(1)
  - 121.439(c)(2)
  - 121.439(d)
  - 121.439(e)
  - 121.652
  - 121.652(a)
  - 121.652(b)
  - 121.652(c)
  - 121.683
  - A.005Exemptions and Deviations
  - C.054

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

- Related CFRs:
  - Intentionally left blank
- FAA Policy/Guidance:
  - FAA Order 8000.88, chapters 1-3
  - FAA Order 8900.1, Volume 4, Chapter 2, Section 2
  - AC 120-68D

### EPI Section 1 - Performance Observables

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

#### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the information listed in the Supplemental Information section of this DCT.
2.	Review the certificate holder's policies, procedures, instructions, and information for the Pilot Operating Limitations/Recent Experience process.
3.	Review the last accomplished associated safety attribute inspection (SAI) for this element with emphasis on the controls, process measurements, and interface attribute section responses.
4.	Observe the certificate holder's Pilot Operating Limitations/Recent Experience process to gain an understanding of the procedures, instructions, and information.
5.	Discuss the Pilot Operating Limitations/Recent Experience process with the personnel (other than management) who perform the duties and responsibilities required by the process.

#### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Determine whether the following performance measures were met:	
1.1.	<p>Did required crewmembers satisfactorily complete required operating experience, operating cycles, and line operating flight time?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, on that type airplane, the operating experience for consolidation of knowledge and skills. <i>Sources: 121.434(a)</i></li> <li>2. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, on that type airplane, the operating cycles for consolidation of knowledge and skills. <i>Sources: 121.434(a)</i></li> <li>3. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, on that type airplane, the line operating flight time for consolidation of knowledge and skills. <i>Sources: 121.434(a)</i></li> <li>4. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the operating experience for</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>5. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>6. Check in the airman's records at the Certificate Holder's records repository that a person employed by the Certificate Holder has not acted as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>7. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, on that type airplane, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>8. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, on that type airplane, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>9. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, on that type airplane, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>10. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>11. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>12. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a)</p> <p>13. Check in the airman's records at the Certificate Holder's records repository that a crewmember had not acquired the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, unless he had satisfactorily</p>	
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	<p>completed the appropriate ground training for the particular airplane type and crewmember position <i>Sources:</i> 121.434(b)(2)</p> <p>14. Check in the airman's records at the Certificate Holder's records repository that a crewmember had not acquired the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, unless he had satisfactorily completed the appropriate flight training for the particular airplane type and crewmember position <i>Sources:</i> 121.434(b)(2)</p> <p>15. Check in the airman's records at the Certificate Holder's records repository that a crewmember had not acquired the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, unless the experience was acquired in flight during operations under this part. <i>Sources:</i> 121.434(b)(3)</p> <p>16. Check in the airman's records at the Certificate Holder's records repository that pilot crewmembers acquired operating experience and operating cycles as follows for initial training: 15 hours in Group I reciprocating powered airplanes, 20 hours in Group I turbopropeller powered airplanes, and 25 hours in Group II turbojet airplanes. Operating experience in both airplane groups must have included at least 4 operating cycles (at least 2 as the pilot flying the airplane). <i>Sources:</i> 121.434(c)(3)(i)</p> <p>17. Check in the airman's records at the Certificate Holder's records repository that pilot crewmembers acquired operating experience and operating cycles as follows for transition training: 10 hours in Group I reciprocating powered airplanes, 12 hours in Group I turbopropeller powered airplanes, and 15 hours in Group II turbojet airplanes. Operating experience in both airplane groups must have included at least 4 operating cycles (at least 2 as the pilot flying the airplane). <i>Sources:</i> 121.434(c)(3)(ii)</p> <p>18. Check in the airman's records at the Certificate Holder's records repository that pilot crewmembers acquired operating experience and operating cycles as follows: In the case of transition training where the Certificate Holder's approved training program included a course of training in an airplane simulator under Sec. 121.409(c), each pilot in command must have complied with the following requirements: For initial training, 15 hours in Group I reciprocating powered airplanes, 20 hours in Group I turbopropeller powered airplanes, and 25 hours in Group II turbojet airplanes. Operating experience in both airplane groups must have included at least 4 operating cycles (at least 2 as the pilot flying the airplane). <i>Sources:</i> 121.434(c)(3)(iii)</p> <p>19. Check in the airman's records at the Certificate Holder's records repository that a flight engineer who performed the duties of a flight engineer was under the supervision of a check airman or a qualified flight engineer for at least the following number of hours: (1) Group I reciprocating powered airplanes, 8 hours. (2) Group I turbopropeller-powered airplanes, 10 hours. (3) Group II airplanes, 12 hours. <i>Sources:</i> 121.434(d)</p> <p>20. Check in the airman's records at the Certificate Holder's records repository that the pilot in command acquired at least 100 hours of line operating flight time for consolidation of knowledge and skills including operating experience within 120 days after the satisfactory completion</p>	
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	<p>of: (1) Any part of the flight maneuvers and procedures portion of either an airline transport pilot certificate with type rating practical test or an additional type rating practical test, or (2) A 14 CFR Sec. 121.441 proficiency check.</p> <p><i>Sources:</i> 121.434(g)(1); 121.434(g)(2)</p> <p>21. Check in the airman's records at the Certificate Holder's records repository that the second in command acquired at least 100 hours of line operating flight time for consolidation of knowledge and skills including operating experience within 120 days after the satisfactory completion of: (1) Any part of the flight maneuvers and procedures portion of either an airline transport pilot certificate with type rating practical test or an additional type rating practical test, or (2) A 14 CFR Sec. 121.441 proficiency check</p> <p><i>Sources:</i> 121.434(g)(1); 121.434(g)(2)</p> <p>22. If the airman had not acquired at least 100 hours of line operating flight time within 120 days, check the airman's records at the Certificate Holder's records repository that pilot crewmembers had met one of the following: [ref 14 CFR 121.434(g)] (1) Pilots who had qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 were not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who had completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 were not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot served as a pilot in another airplane type operated by the Certificate Holder, the pilot may not have served as a pilot in the airplane for which the pilot had newly qualified unless the pilot had satisfactorily completed refresher training as provided in the Certificate Holder's approved training program and that training was conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time was not completed within 120 days, the Certificate Holder may have extended the 120-day period to no more than 150 days if-- (i) The pilot continued to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot had satisfactorily completed refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determined that the pilot had retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder did not employ any pilots who met the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder added to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder had established a new domicile to which it had assigned pilots who would be required to become qualified on the airplanes operated from that domicile.</p> <p><i>Sources:</i> 121.434(h)</p> <p>23. Check in the airman's records at the Certificate Holder's records repository that pilot crewmembers hours of operating experience were not subject to reduction other than one additional takeoff and landing for</p>	
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	<p>each hour of flight to meet the operating experience requirements 14 CFR section 121.434(f), up to a maximum reduction of 50% of flight hours.</p> <p><i>Sources:</i> 121.434(i)</p>	
1.2.	<p>Did required crewmembers hold the appropriate airman certificates and ratings before acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check in the airman's records at the Certificate Holder's records repository that a crewmember had not acquired the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, unless he held the appropriate certificates and ratings for that crewmember position and the airplane.</li> </ol> <p><i>Sources:</i> 121.434(b)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.3.	<p>Were crewmembers properly supervised while acquiring the required operating experience, operating cycles, and line operating flight time?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check in the airman's records at the Certificate Holder's records repository that a pilot in command performing the duties of a pilot in command was under the supervision of a check pilot while acquiring operating experience and operating cycles.</li> </ol> <p><i>Sources:</i> 121.434(c)(1)(i)</p> <ol style="list-style-type: none"> <li>2. Check in the airman's records at the Certificate Holder's records repository that a pilot in command, while acquiring operating experience and operating cycles during the completion of initial or upgrade training, was observed by an FAA inspector during at least one flight leg which included a takeoff and landing.</li> </ol> <p><i>Sources:</i> 121.434(c)(1)(ii)</p> <ol style="list-style-type: none"> <li>3. Check in the airman's records at the Certificate Holder's records repository that a check pilot, who also had served as pilot in command, occupied a pilot station during that time the qualifying pilot in command was acquiring operating experience and operating cycles as required by 121.434(c)(l) (i) and (ii).</li> </ol> <p><i>Sources:</i> 121.434(c)(1)(ii)</p> <ol style="list-style-type: none"> <li>4. Check in the airman's records at the Certificate Holder's records repository that a second in command performing the duties of a second in command was under the supervision of a appropriately qualified check pilot while acquiring operating experience and operating cycles.</li> </ol> <p><i>Sources:</i> 121.434(c)(2)</p> <ol style="list-style-type: none"> <li>5. Check in the airman's records at the Certificate Holder's records repository that the pilot crewmember who performed the maneuvers prescribed in 14 CFR 121.439(b) in a visual simulator must have been observed on the first two landings made in operations under this part by an approved check airman who acted as pilot in command and occupied a pilot seat. The landings must have been made in weather minimums that were not less than those contained in the Certificate Holder's operations specifications for Category I Operations.</li> </ol> <p><i>Sources:</i> 121.439(c)(2)</p> <ol style="list-style-type: none"> <li>6. Check in the airman's records at the Certificate Holder's records repository that the pilot crewmember who performed the maneuvers</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>prescribed in 14 CFR 121.439(b) in a visual simulator must have been observed on the first two landings made in operations under this part by an approved check airman who acted as pilot in command and occupied a pilot seat. The landings must have been made within 45 days following completion of simulator training.</p> <p>Sources: 121.439(c)(2)</p>	
1.4.	<p>Were crewmembers current with regard to recency of experience?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder has not used any person as a required pilot flight crewmember, unless within the preceding 90 days, that person has made at least three takeoffs and landings in the type airplane in which that person served. Any person who failed to make the three required takeoffs and landings within any consecutive 90- day period, must have reestablished recency of experience. Sources: 121.439(a)</li> <li>2. Check in the airman's records at the Certificate Holder's records repository that the pilot crewmember has not served as a required pilot flight crewmember, unless within the preceding 90 days, that person has made at least three takeoffs and landings in the type airplane in which that person served. Any person who failed to make the three required takeoffs and landings within any consecutive 90- day period, must have reestablished recency of experience. Sources: 121.439(a)</li> <li>3. Check in the airman's records at the Certificate Holder's records repository that the pilot crewmember who has not made three takeoff and landings in the type aircraft in which that person is to serve within the any consecutive 90-day period must have reestablished recency of experience as follows: (1) Under the supervision of a check airman, made at least three takeoffs and landings in the type airplane in which that person was to serve or in an advanced simulator or visual simulator. (2) The takeoffs and landings required in this section must have included- (i) At least one takeoff with a simulated failure of the most critical powerplant; (ii) At least one landing from an ILS approach to the lowest ILS minimum authorized for the Certificate Holder; and (iii) At least one landing to a full stop. Sources: 121.439(b)(1); 121.439(b)(2)</li> <li>4. Check in the airman's records at the Certificate Holder's records repository that the pilot crewmember who reestablished recency of experience in a visual simulator as required in 14 CFR 121.439(b), must have previously logged 100 hours of flight time in the same type airplane in which he had served. Sources: 121.439(c)(1)</li> <li>5. Check in the training center that when using a simulator to accomplish any of the requirements of 14 CFR 121.439(a) or (b), each required flight crewmember position must be occupied by an appropriately qualified person. Sources: 121.439(d)</li> <li>6. Check in the training center that when using a simulator to accomplish any of the requirements of 14 CFR 121.439(a) or (b), the simulator must be operated as if in a normal in-flight environment without use of the repositioning features of the simulator Sources: 121.439(d)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain



	<p>7. Check in the airman's records at the Certificate Holder's records repository that a check airman who had observed the takeoffs and landings prescribed in 14 CFR 121.439(b)(1) and (c), certified that the person being observed was proficient to perform flight duty in operations under part 121. <i>Sources:</i> 121.439(e)</p> <p>8. Check in the airman's records at the Certificate Holder's records repository that a check airman who had observed the takeoffs and landings prescribed in 14 CFR 121.439(b)(1) and (c), certified that the person being observed was qualified to perform flight duty in operations under part 121. <i>Sources:</i> 121.439(e)</p>	
1.5.	<p>If the second in command (SIC) had fewer than 100 hours of flight time and the conditions of 14 CFR part 121, section 121.438 were present, did the pilot in command (PIC) make all takeoffs and landings? <i>Related Performance JTIs:</i></p> <p>1. Check in the aircraft cockpit and/or in the airman's records at the Certificate Holder's records repository that if the second in command had/has fewer than 100 hours of flight time as second in command in operations under this part in the type airplane being flown, and the pilot in command was/is not an appropriately qualified check pilot, the pilot in command must have made/makes all takeoffs and landings at special airports designated by the Administrator or at special airports designated by the Certificate Holder. <i>Sources:</i> 121.438(a)(1)</p> <p>2. Check in the aircraft cockpit that if the second in command has fewer than 100 hours of flight time as second in command in operations under this part in the type airplane being flown, and the pilot in command is not an appropriately qualified check pilot, the pilot in command makes all takeoffs and landings in the following situations: (i) The prevailing visibility value in the latest weather report for the airport was at or below 3/4 mile. (ii) The runway visual range for the runway to be used is at or below 4,000 feet. (iii) The runway used had water, snow, slush or similar conditions that may have adversely affected airplane performance. (iv) The braking action on the runway used was reported to be less than "good". (v) The crosswind component for the runway used was in excess of 15 knots. (vi) Windshear was reported in the vicinity of the airport. (vii) Any other condition in which the PIC determined it would have been prudent to exercise the PIC's prerogative. <i>Sources:</i> 121.438(a)(2)(i); 121.438(a)(2)(ii); 121.438(a)(2)(iii); 121.438(a)(2)(iv); 121.438(a)(2)(v); 121.438(a)(2)(vi); 121.438(a)(2)(vii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.6.	<p>Did the PICs comply with the high minimums requirements? <i>Related Performance JTIs:</i></p> <p>1. Check in the dispatch center and/or in the aircraft cockpit that the pilot in command of an airplane, who had/has not served 100 hours as pilot in command in operations under Part 121 in the type of airplane he is operating, the MDA or DH and visibility landing minimums in the Certificate Holder's operations specification for regular, provisional, or refueling airports was/are increased by 100 feet and one-half mile (or the RVR equivalent).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources:</i> 121.652(a)</p> <p>2. Check in the airman's records at the Certificate Holder's records repository that the 100 hours of pilot in command experience required by 14 CFR 121.652(a), may be reduced (not to exceed 50 percent) by substituting one landing in operations under Part 121 in the type of airplane for each required hour of pilot in command experience, if the pilot has at least 100 hours as pilot in command of another type airplane in Part 121 operations.</p> <p><i>Sources:</i> 121.652(b)</p>	
1.7.	<p>Were only crewmembers who have met the appropriate experience requirements assigned to flight operations together?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check in the airman's records at the Certificate Holder's records repository that pilot crewmembers have not conducted operations, for that type airplane, unless either the pilot in command or the second in command had at least 75 hours of line operating flight time, either as pilot in command or second in command.</p> <p><i>Sources:</i> 121.438(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.8.	<p>Was credit for no more than one autoland used to satisfy the three landing recency/currency requirements, in accordance with FAA Order 8900.1, Volume 4, Chapter 2, Section 2, Paragraph 4-180B?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.9.	<p>Did only qualified crewmembers conduct engine-out ferry flights?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.10.	<p>Were the appropriate record-keeping requirements met?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to proficiency checks</p> <p><i>Sources:</i> 121.683(a)(1)</p> <p>2. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to route checks</p> <p><i>Sources:</i> 121.683(a)(1)</p> <p>3. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to airplane qualifications.</p> <p><i>Sources:</i> 121.683(a)(1)</p> <p>4. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to route qualifications.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources:</i> 121.683(a)(1)</p> <p>5. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to training.</p> <p><i>Sources:</i> 121.683(a)(1)</p> <p>6. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder maintained current records of each crewmember that showed whether the crewmember complied with the applicable sections of this chapter, including, but not limited to any physical examinations.</p> <p><i>Sources:</i> 121.683(a)(1)</p> <p>7. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder recorded each action taken concerning the release from employment or physical or professional disqualification of any flight crewmember and kept the record for at least six months thereafter.</p> <p><i>Sources:</i> 121.683(a)(2)</p> <p>8. Check in the airman's records at the Certificate Holder's records repository that the Certificate Holder conducting supplemental operations maintained the records required by 14 CFR 121.683(a) at its principal base of operations, or at another location used by it and approved by the Administrator.</p> <p><i>Sources:</i> 121.683(b)</p>	
2.	Were the certificate holder's policies, procedures, instructions, and information for the Pilot Operating Limitations/Recent Experience process followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.	Were the Pilot Operating Limitations/Recent Experience process controls followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	Did the records for the Pilot Operating Limitations/Recent Experience process comply with the instructions provided by the certificate holder?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.	Were the process measurements for the Pilot Operating Limitations/Recent Experience process effective in identifying problems or potential problems and providing corrective action for them?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
6.	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions, and information that are related to this element?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

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

### EPI Section 2 - Management Responsibility & Authority Observables

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

#### Tasks

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

#### Questions

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

	Limitations/Recent Experience process meet the qualification standards?	<input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
7.	Does the person with responsibility understand the controls, process measurements, and interfaces associated with the Pilot Operating Limitations/Recent Experience process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
8.	Does the person with authority understand the controls, process measurements, and interfaces associated with the Pilot Operating Limitations/Recent Experience process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
9.	Does the responsible person know who has authority to establish and modify the Pilot Operating Limitations/Recent Experience process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
10.	Does the individual with authority know who has the responsibility for the Pilot Operating Limitations/Recent Experience process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change

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