

VOLUME 6 SURVEILLANCE**CHAPTER 2 PART 121, 135, AND 91K INSPECTIONS****Section 8 Safety Assurance System: Cabin En Route (Random) Inspections
(Including Part 125)****6-343 REPORTING SYSTEM(S).**

A. Program Tracking and Reporting Subsystem (PTRS). For Title 14 of the Code of Federal Regulations (14 CFR) part 125, use PTRS activity codes 1625, 3630, and 5630 (Cabin Safety: pending).

B. Safety Assurance System (SAS). For 14 CFR parts 121 and 135, use SAS Automation. This section is related to SAS Elements 5.2.1 (OP), Crewmember Duties/Cabin Procedures; 5.2.2 (OP), Carry-on Baggage Program; 5.2.3 (OP), Exit Seating Program; and 5.2.4 (OP), Passenger Handling.

6-344 OBJECTIVE. This section provides guidance for conducting a cabin en route inspection to ensure that a certificate holder's cabin safety procedures adhere to 14 CFR and safe operating practices. For purposes of this section, "aviation safety inspector" (ASI) includes cabin safety inspector (CSI).

6-345 GENERAL. Cabin en route inspections provide the Federal Aviation Administration (FAA) with information concerning flight attendant (F/A) training programs, certificate holder procedures, and the condition and maintenance of aircraft emergency equipment and furnishings.

A. Inspector Qualifications.

1) Since ASIs do not receive system training on all aircraft, it is important that inspectors become familiar with the certificate holder procedures and equipment before performing the inspection.

2) The FAA does not permit an inspector to provide on-the-job training (OJT) to another inspector concerning the conduct of en route inspections on the same flight. Therefore, each inspector must be familiar with the cabin en route inspection procedures before performing this task and must be authorized through his or her unit supervisor.

3) Inspectors possess various degrees and types of expertise and experience. When additional information or guidance is needed, the inspector should coordinate with personnel experienced in that particular specialty.

B. Inspector Conduct.

1) In performing this job task, the actions of the inspectors are subject to the close scrutiny of airline employees and the general flying public. The inspector must be alert for leading questions from crewmembers and passengers regarding destinations, technical information, and other certificate holders.

2) Inspectors involved in cabin en route inspections will not enter the cockpit during the flight, unless requested by the captain or another crewmember, or unless emergency circumstances indicate that it would be the proper course of action.

NOTE: Inspectors must comply with all regulatory requirements and approved certificate holder procedures.

6-346 CABIN EN ROUTE INSPECTION AREAS. Three general areas have been identified for inspectors to observe and evaluate during cabin en route inspections. Each area should be considered to be of equal importance. The three inspection areas are as follows:

A. Cabin (Interior). The interior inspection area applies to the airworthiness of the aircraft cabin and the condition and availability of aircraft cabin emergency equipment and furnishings. Table 6-4, Cabin En Route Interior Inspection Reference Chart, lists these items and when they should be inspected. Although these items are not all inclusive, they represent the types of aircraft items that should be evaluated during the inspection.

B. Crewmember. The crewmember inspection area applies to F/As who perform assigned safety duties during the flight. Inspectors should evaluate such items as crewmember knowledge, ability, and proficiency by directly observing F/As performing their assigned safety duties and functions.

NOTE: F/A trainees who are receiving operating experience should not be evaluated on the same basis as the fully qualified crewmembers.

C. Flight Conduct. The flight conduct inspection area relates to the specific phases of the flight that can be observed during the cabin en route inspection. This includes a wide range of items, including F/A and flightcrew member coordination of the performance of duties. These types of areas can often be observed before beginning a flight, at en route stops, or at the termination of a flight.

6-347 INITIATION AND PLANNING.

A. Initiation. This task is normally scheduled as part of the National Flight Standards Work Program or as a part of SAS. Additional inspections can be initiated by national, regional, or district office special requirements.

B. Planning.

1) Inspectors conducting cabin en route inspections should make arrangements for the inspection as far in advance of the flight as possible. Inspectors who have not provided the certificate holder with the appropriate advance notice should not insist on a seat if the flight is full. Certificate holders should not attempt to displace the inspector in favor of a passenger when notification has been provided to a part 135 certificate holder. However, bumping a revenue passenger should only be done when there is no acceptable, alternative means of accomplishing the inspection. Inspectors are expected to exercise sound judgment in these matters.

NOTE: Inspectors will not occupy the F/A jump seats. Only qualified crewmembers, as determined by the certificate holder, are authorized to occupy these seats.

NOTE: Inspectors conducting a cabin en route inspection on a part 121 certificate holder or a part 125 operator must never displace a revenue passenger.

2) When it is necessary to board a flight at an intermediate stop, the inspector will make every effort to advise the pilot in command (PIC), before boarding the flight, that a cabin en route inspection will be conducted.

3) The inspector must conform to the certificate holder's approved carry-on baggage program. If there is any concern that the inspector's carry-on baggage will exceed certificate holder limitations, the baggage should be checked. The inspector's identification, FAA Form 110A, Aviation Safety Inspector Credentials, and FAA Form 8430-13, Request for Access to Aircraft, is adequate documentation for the certificate holder to check the baggage.

6-348 FAA FORM 8430-13, REQUEST FOR ACCESS TO AIRCRAFT. The inspector to whom FAA Form 8430-13 is issued is personally responsible for its proper use and safekeeping, to include the following:

- Recording on the inside cover every request issued, canceled, or otherwise voided;
- Returning it to the issuing office when the inspector transfers, retires, or has no further use for this book;
- Returning the cover containing the Record of Requests Issued and the yellow copies to the issuing office when all requests have been used; and
- Immediately reporting to the issuing office the full set of circumstances concerning any loss of requests.

6-349 PERFORMING THE CABIN EN ROUTE INSPECTION. The attention of the F/As must not be diverted from assigned duties, including passenger boarding, deplaning, and in-flight service. Surveillance of F/A awareness and the following of safety-related procedures should continue during the flight.

A. Interior Inspection.

1) This inspection should be performed without disturbing the boarding or deplaning of the passengers. Any discrepancies noted should be brought immediately to the attention of the lead F/A or the PIC.

2) Crewmembers should initially be briefed to continue their assigned duties as if the inspector were not present. The inspector should then request that a crewmember provide an F/A manual and be available for a discussion relating to the crewmember's duties, at the crewmember's earliest convenience.

3) Some certificate holders require F/As to accomplish a preflight inspection of at least some of the emergency and safety equipment in the cabin. In such a case, the inspector

should observe the F/A inspecting the equipment and then perform an additional inspection of selected equipment.

NOTE: An inspector can determine whether the certificate holder requires an F/A to conduct preflight by examining the F/A manual.

4) When an F/A preflight equipment inspection is not required by the certificate holder or has already been performed, the inspector should inspect the equipment. If there is not enough time to inspect the emergency equipment before the flight, the inspector may choose to inspect it after the flight.

5) Inspectors should avoid impeding the flow of passenger traffic or in any way interfering with crewmembers conducting their respective duties. Since passengers are naturally curious about an inspector's activities, it is recommended that reasonable passenger inquiries be answered in a brief, factual, and courteous manner.

B. In-Flight Monitoring. This phase of the inspection includes the activities associated with boarding, predeparture, in-flight, and landing. During this part of the inspection, the inspector will have the opportunity to do the following:

- Evaluate certificate holder procedures;
- Determine adherence to company policy, FAA regulations, and safe operating practices; and
- Monitor passenger safety.

C. Required F/As. When regulations require F/As for the operation of a flight, the number of F/As required is based on the number of passenger seats and/or the emergency evacuation demonstration. The number of required F/As for each make, model and series (M/M/S) aircraft used by the certificate holder is listed in the operations specifications (OpSpecs).

1) There must always be a full complement of F/As at originating and terminating points when passengers are on board. Part 121 operations only, at intermediate stops, may reduce the number of required F/As by dividing the number of F/As by two and rounding down.

Regulations permit a certificate holder to substitute personnel, qualified in emergency evacuation procedures for that specific aircraft, at intermediate stops. Substitute personnel must be easily identified.

2) Additional, non-required F/As may be used by the certificate holder.

6-350 DEFERRED MAINTENANCE.

A. Minimum Equipment List (MEL)-Deferred Maintenance. The certificate holder's approved MEL allows the certificate holder to continue a flight or series of flights with certain inoperative equipment. The continued operation must meet the requirements of the MEL deferral classification and the requirements for the equipment loss.

B. Other Deferred Maintenance.

1) Certificate holders frequently use a system to monitor items that have previously been inspected and found to be within serviceable limits. These items are still Airworthy yet warrant repair at a later time or when items no longer meet serviceable limits. This method of deferral may require repetitive inspections to ensure the continuing airworthiness of the items. Examples of items that are commonly deferred in this manner are overhead storage bins, seatbelts, and interim Airworthy repairs.

2) Passenger convenience item deferrals that are not safety- or airworthiness-related should be handled per the guidelines of the certificate holder's program. This may include a cabin log.

6-351 COORDINATION REQUIREMENTS. This task requires coordination with the principal inspectors (PI) assigned to the certificate holder and may involve the Regional Office (RO), the certificate-holding district office (CHDO), and FAA Security.

6-352 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Advisory Circular 121-24, Passenger Safety Information Briefing and Briefing Cards.
- Applicable FAA guidance material.
- Certificate holder's manual.

B. FAA Forms:

- FAA Form 110A, Aviation Safety Inspector Credentials.
- FAA Form 8430-13, Request for Access to Aircraft.

C. Job Aids:

- Figure 6-20, Air Carrier Cabin En Route Inspection Job Aid.
- Table 6-4, Cabin En Route Interior Inspection Reference Chart.

D. Data Collection Tools (DCT):

- 5.2.1 (OP), Crewmember Duties/Cabin Procedures.
- 5.2.2 (OP), Carry-on Baggage Program.
- 5.2.3 (OP), Exit Seating Program.
- 5.2.4 (OP), Passenger Handling.

6-353 PROCEDURES.

A. Initiate the Cabin En Route Inspection. The inspector should initiate the cabin en route inspection according to the district office work program or as required by SAS automation.

B. Prepare for the Inspection. The inspector should prepare for the inspection by doing the following:

- 1) Contact the certificate holder to reserve the cockpit jump seat.
- 2) Complete FAA Form 8430-13 in duplicate. The white copy is presented to the certificate holder, and the yellow copy is kept for FAA records.

C. Coordinate With the Certificate Holder. The inspector should coordinate with the certificate holder at least 1 hour prior to the flight. While coordinating, the inspector should do the following:

- 1) Identify himself or herself to the certificate holder representative, and state that he or she is performing a cabin en route inspection on a specific flight.
- 2) Present FAA credentials, FAA Form 110A, and a completed FAA Form 8430-13 to the certificate holder representative.
- 3) Obtain applicable certificate holder boarding authorization per the airline procedures.
- 4) Request access to the aircraft as soon as practical (for example, after passengers have deplaned) to meet the flight and cabin crews and perform the interior predeparture inspection, as time permits.
- 5) If aircraft access is denied, the following steps should be taken by the inspector:
 - a) Apprise the certificate holder representative of the regulation authorizing inspector access to aircraft.
 - b) Request to see the appropriate supervisor if the representative still refuses access.
 - c) Make it very clear to the certificate holder that the denial of access contradicts regulations and that enforcement action may be initiated.
 - d) Report the occurrence to the immediate supervisor upon return to the district office if access was not granted.

D. Coordinate With the Crew. Before boarding the aircraft or performing any inspection, the inspector should coordinate with the crew as follows:

- 1) Identify himself or herself to the captain and to the lead F/A as an FAA inspector.
- 2) State the purpose of the inspection.

E. Perform the Interior Inspection. The inspector should inspect the following, as applicable:

1) Cabin placarding, markings, and signs (for example, exits, no-smoking signs, and emergency equipment) to ensure marking legibility and the correct location.

2) Fire extinguishers for the following:

- To verify the quantity and location; and
- To ensure that they are properly serviced, tagged, and stowed.

3) Portable oxygen bottles for the following:

- To verify the quantity and location;
- To ensure that they are properly serviced, tagged, and stowed; and
- To determine the condition of the mask, tubing, and connectors.

NOTE: There is no requirement that the mask/hose must be connected to the first aid oxygen bottles.

4) Protective Breathing Equipment (PBE) for correct location, proper number of units, and proper stowage.

5) First aid kits and emergency medical kits for correct number, location, and stowage.

NOTE: The FAA does not require first aid and medical kits to be sealed.

6) Megaphones for correct number, location, general condition, and proper stowage.

7) Overwater equipment as applicable.

8) Passenger briefing cards, to ensure the following:

- a) That they are available for each passenger.
- b) That they are appropriate to the aircraft.
- c) That they contain the required information, to include the following:
 - Emergency exit location and operation;
 - Slide use and location;
 - Oxygen use;
 - Seatbelt use;
 - Flotation device use and location;
 - Appropriate pictorials for extended overwater operations, including ditching exits, life preservers, and life raft or slide raft in-flight location; and
 - Exit seating information.

NOTE: In part 135 operations, additional information concerning safety equipment may also be included, as required.

9) Passenger seats, to ensure the following:

- That a reclined seat does not block emergency exits;
- That the seat cushions are intact;
- That the tray table latching mechanisms are operable;
- That the self-contained and removable ashtrays are in serviceable condition and are available when smoking is authorized;
- That each seat has a complete restraint system; and
- That seatbelts are operational and not frayed or twisted.

10) Passenger oxygen service units to ensure that they are closed and latched, without any extended red service indicators or pins.

11) F/A station, to ensure the following:

- That the seat retraction/restraint system is operational and is properly secured;
- That the seatbelts are operational and not frayed or twisted;
- That the seat cushions are intact;
- That the seat headrest is in the correct position;
- That the public address (PA) system and interphone are operable; and
- That aircraft-installed flashlight holders are indeed installed.

NOTE: Flashlights are not required to be in the holders; however, when they are, they must be charged and operable.

12) Galleys, to ensure that the following items are operable:

- The latching mechanisms (primary and secondary),
- The tie-downs, and
- Other galley restraints.

13) Galleys, to ensure the following:

- That the hot liquid restraint system is operable;
- That the circuit breakers and water shut-off valves are accessible and properly identified;
- That the cover and lining of trash receptacles fit properly;
- That the non-skid floor is serviceable;
- That the girt bar is clean and serviceable;
- That the stationary cart tie-downs (mushrooms) are clean;
- That the galley carts are in serviceable condition and properly stowed; and
- That, if applicable, the lower lobe galley emergency cabin floor exits are passable and not covered by carpeting.

14) Galley personnel lift (if applicable) to ensure that it does not move up or down with the doors open and that the activation switches operate properly.

15) Lavatories, to ensure the following:

- That the placards are present and that the smoke alarm and ashtrays are present and operational;
- That the trash receptacle cover and lining fit properly;
- That the automatic fire extinguisher system is serviceable; and
- Stowage compartments, to ensure that the weight restriction placards are displayed, the restraints and secondary latching mechanisms are operable, and the compartments comply with stowage requirements for accessibility to emergency equipment.

16) Crew baggage, to ensure that it is properly stowed.

17) Emergency lighting system, to ensure that all emergency lighting, including the floor proximity escape path system, is in serviceable condition (for example, no light covers should be cracked or missing).

18) Availability of cockpit key to each crewmember.

F. Predeparture. The inspector should perform the following during predeparture:

- 1) Ensure that each F/A has an operable flashlight readily available and has the appropriate, up-to-date parts of a manual accessible when performing assigned duties.
- 2) Ensure that any discrepancies noted during predeparture are addressed per the certificate holder's manual.
- 3) Ensure that the required number of F/As are aboard.
- 4) Observe the F/As and ground personnel coordinating and supervising the boarding of passengers and properly stowing carry-on baggage.

NOTE: Ensure that the passenger-loading door is not closed until a required crewmember verifies that each piece of carry-on baggage is properly stowed. Proper stowage includes ensuring that the overhead bins are closed. Items that cannot be stowed must be processed as checked baggage.

- 5) Ensure that items such as carry-on baggage and galley supplies do not cover or in any way interfere with aircraft emergency equipment in the overhead compartments.
- 6) Ensure that a required crewmember verifies that passengers seated at the emergency exit seats meet the regulatory requirements.

NOTE: At some time prior to takeoff, the F/A must brief the passengers seated in the emergency exit seats on the selection criteria and their willingness and ability to perform the functions, according to the certificate holder's approved program.

- 7) Ensure that all passengers are seated prior to any ground movements.
- 8) Ensure that the F/As have sufficient time to take their assigned positions and to secure their restraint systems after giving the passenger briefing.
- 9) Ensure that the F/A predeparture briefing is audible to all passengers and covers the following subjects:
 - a) Smoking. When, where, and under what conditions smoking is prohibited, including a statement that federal law prohibits tampering with, disabling, or destroying any smoke detector in an airplane lavatory.
 - b) Exit Locations. The preferred method is to physically point out exits.
 - c) Seatbelt Use. Instructions on how to fasten, unfasten, and adjust seatbelts.
 - d) Flotation Devices. Instructions on the location and use of required individual flotation devices.
 - e) Oxygen Use. Instructions on the location of and a demonstration on the use of the oxygen mask. For parts 125 and 135 operations, this briefing item must only be conducted when the flight will exceed 12,000 feet mean sea level (MSL). When this occurs, the briefing must be given prior to takeoff. For part 121 operations, the briefing must be given prior to exceeding 25,000 feet MSL.
 - f) Extended Overwater Operations. Instructions on the location, donning, and use of life preservers, life rafts (or slide rafts), and other means of flotation, including a demonstration of the methods of donning and inflating a life preserver.

NOTE: The method of donning and inflating infant life preservers is usually substantially different from the method used for an adult life preserver.

- g) Special Passenger Briefings (when applicable). For persons who are handicapped or warrant some other special kind of attention, and for the individuals assisting them.

NOTE: Parts 125 and 135 certificate holders must include in their general briefing the location of survival equipment, when applicable, and the location and use of fire extinguishers.

G. Movement on the Surface. During movement on the surface, the inspector should do the following:

1) Ensure that all F/As remain seated during the taxi unless performing safety-related functions. Safety-related activities can include the following:

- Passenger preparedness,
- Baggage/cargo/galley stowage, and
- Exit readiness.

2) Ensure that each exit is closed and locked with the girt bars properly attached (if applicable).

3) Ensure that the following items or activities are accomplished prior to takeoff:

a) All stowage compartments are properly secured and latched.

b) The galley is prepared as follows:

- Loose items are secured, and
- All serving carts are properly restrained.

c) The cockpit door is closed in accordance with the certificate holder's manual.

d) Passenger seatbelts are secured.

e) Any unoccupied F/A seat restraints are properly secured for takeoff.

f) Any other equipment is properly stowed and secured.

4) Ensure that crewmembers observe the sterile cockpit rules.

H. In-Flight Operations. During in-flight operations, the inspector should do the following:

1) Monitor the crewmembers' performance during in-flight operations to ensure the following:

a) That during takeoff, each F/A remains seated with restraint systems properly fastened.

b) That after takeoff, before or immediately after the seatbelt illumination is shut off, an announcement is made that passengers should keep their seatbelts fastened, even when the seatbelt sign is turned off.

c) That, if the flight is to be a smoking flight, an announcement is made that smoking is only permitted in specific rows and prohibited in the aisles and lavatories when the no-smoking sign is turned off.

- 2) Ensure that the following are accomplished, as applicable:
 - a) Passenger compliance with seatbelt and no-smoking signs.
 - b) Effective crew coordination for flightcrew and cabin crewmember communications—routine and/or emergency.
 - c) Turbulent air procedures are followed, including the proper restraint of serving carts, galley equipment, and compliance with instructions from the cockpit and coordination with flightcrew members.
 - d) Crewmember handling of the passengers, to include the following:
 - Intoxicated passengers (not serving alcoholic beverages to them),
 - Abusive or disruptive passengers,
 - Handicapped or ill passengers, and
 - Passengers requiring special attention.
- 3) Ensure that crewmembers, during the approach and landing phases of flight, prepare the cabin for arrival by performing at least the following actions:
 - a) Ensuring that carry-on baggage is stowed and that all seat backs and tray tables are upright and stowed, respectively.
 - b) Removing all food, beverages, and galley service items from each passenger seat location.
 - c) Ensuring that all stowage compartments are latched and secured.
 - d) Ensuring that the galley is prepared as follows:
 - Loose items are secured, and
 - All serving carts are properly restrained.
 - e) Ensuring that the cockpit door is closed and locked in accordance with the certificate holder's manual.
 - f) Verifying that passenger seatbelts and shoulder harnesses, if installed, are secured.
 - g) Properly stowing and securing any other equipment.
- 4) Ensure that crewmembers observe sterile cockpit rules.
- 5) Ensure that crewmembers are seated in assigned seats before landing, with appropriate restraint systems fastened.

I. Flight Arrival. During flight arrival, the inspector should do the following:

1) Ensure that after landing, the F/As prepare the aircraft for arrival by performing the following duties:

- Before the captain has turned off the seatbelt sign, ensuring that passengers remain in their seats with seatbelts fastened; and
- Upon arrival at the gate and after the seatbelt sign has been turned off, preparing the exits for deplaning.

NOTE: The girt bar must stay engaged during movement on the surface.

2) Ensure that the appropriate complement of FAs remains on board the aircraft at en route stops (when passengers remain on board the aircraft to proceed to another destination).

3) Debrief the captain and lead F/A of any procedural problems or discrepancies/malfunctions noted during the flight.

6-354 TASK OUTCOMES.

A. Complete the PTRS Record. For part 125.

B. Document the Task. For parts 121 and 135, use SAS automation and guidance. For part 125, the inspector should file all supporting paperwork in the certificate holder's office file.

C. Complete the Task. Completion of this task can result in any of the following:

- A satisfactory inspection,
- Enforcement Investigative Reports (EIR), as necessary, or
- The requirement for a followup inspection for a particular discrepancy.

6-355 FUTURE ACTIVITIES.

- For part 125, if deficiencies are noted during surveillance, schedule a followup inspection.
- For parts 121 and 135, follow SAS automation and guidance.

6-356 SEAT BACK BREAK-OVER.

A. Purpose. This paragraph contains information regarding seat back break-over.

B. Background. It has come to our attention that some inspectors may be delaying departure of aircraft used in air carrier operations due to seat backs not having a 25-pound break-over force when checked at the centerline of the top of the seat during surveillance.

1) The inspectors cite a memorandum initiated by the Manager, Transport Airplane Directorate (ANM-100), Subject: Minimum Break-over Force Required for Seat Backs of Passenger Seats Installed on Transport Airplanes on June 24, 1983, as the guidance for the seat

back inspection. This guidance was issued to the Aircraft Certification Office (ACO) engineers and inspectors having initial seat certification responsibility.

2) Additionally, there are some inspectors who may not be aware that there are seats that are not required to have a break-over and are manufactured locked in the upright position. These seats are based on a minimum performance standard stated by Technical Standard Order (TSO)-C39b.

3) To meet the requirements of 14 CFR part 25, § 25.785(j), industry seat manufacturers determined that a minimum break-over force of 25 pounds is acceptable when seat backs are breaking forward from the erect position with the force applied at the top of seat back on the centerline of the seat.

4) Consequently, the definition of the following question is asked: What is the adequate minimum break-over force acceptable for seat backs to meet the requirements of § 25.785(j)?

C. Action. The following standards are to be used by all ASIs in order to determine an acceptable resistance force for seat break-over: During aircraft surveillance, an inspector discovers no break-over force for an individual seat or a number of seats. Report this to a responsible person for the air carrier to ensure that the approved maintenance procedures for this situation are followed. For uncertainties regarding seat certification, check with the air carrier's principal maintenance inspector (PMI) regarding approval of these types of seats. Findings should be reported to PMIs by using the PTRS.

- 1) PMIs should review their certificate holder's Continuous Airworthiness Maintenance Program (CAMP) to ensure that the proper break-over force is listed in the maintenance program. This should be done by reviewing the seat manufacturer's specifications.
- The PMI should also ensure the certificate holder has a method of checking seat break-over during a maintenance cycle.

NOTE: Flight departures must not be delayed if/when an inspector discovers no break-over force for an individual seat or number of seats.

Figure 6-20. Cabin En Route Inspection Job Aid for Part 125

PTRS ACTIVITY:1625 DATE:		AIR CARRIER	FLT NO.	A/C REG NO.		MAKE	MODEL/SERIES	
PIC NAME:	BASE	LEAD F/A NAME:	BASE	FROM	TO	RESULTS	HB REF VA.2.4.	
U = UNACCEPTABLE; P = POTENTIAL; I = INFORMATION; E = EXCEEDS								
AIRCRAFT/EQUIPMENT			EMERGENCY LIGHTING		833	* Demonstrate "Brace for Impact" Position		--
REQ. CERT/PLACARDS	809	* Operable		--	* Demo Donning of Life Vests (If applicable)		--	
LOGBOOKS	804	* Floor System		--			--	
* Open Items	--	EXITS		852	REQUIRED EQUIPMENT		--	
* Carryovers	--	* Controls/Seals		--	* Manual		--	
* Cabin Items	--	* Girt Bar and Brackets		--	* Cockpit Key		--	
MEGAPHONES	825	* Signs/Symbols		--	* Flashlight		--	
* Location	--	* Rafts/Lanyards		--			--	
* Placarded	--	OTHER REMARKS		889	OTHER REMARKS		199	
FIRE EXTINGUISHERS	826	F/A CREWMEMBERS			FLIGHT CONDUCT			
* Correct Type	--	CREW COMPLEMENT		601	PRE-DEPARTURE		723	
* Number	--	* Initial Boarding		--	* Pax Boarding		--	
* Serviced	--	* En Route Stops		--	* Carry-On Bags		627	
* Location	--	CREW COORDINATION		737	* Pax Count		--	
PORTABLE O2 BOTTLES	835	* With Cockpit		--	* Girt Bars		--	
* Number	--	MANUAL AVAILABLE		209	* Door Preparation		--	
* Serviced	--	MANUAL CURRENCY		203	BRIEFINGS		111	
* Location	--	PASSENGER HANDLING		637	* Smoking		--	
PBE	835	STERILE COCKPIT		623	* Exit Locations		--	
* Properly Stowed	--	* Procedures		--	* Seat Belt Use		--	
* Placarded	--	* Cockpit Signals		--	* Flotation Means		--	
* Sealed	--	COMPANY DIRECTIVES		631	* Table/Seat Back		--	
ADDITIONAL EMER. EQUIP.	825	KNOWLEDGE (ABOUT)		101	* Bags Stowed		--	
* Life Vests	--	* PIC Authority		--	* Oxygen Use (If applicable)		--	
* Life Rafts	--	* Cabin Logbook		--	* Over-Water Use (If applicable)		--	
* Emergency radios	--	* Hijacking		--	* Special Pax (If applicable)		--	
* Other	--	* Decompression		--	* After T/O and Before Landing Briefings		--	
PAX BRIEFING CARDS	825	* Cabin Fires		--	TAXI/TAKEOFF		725	
* At Each Seat	--	* Turbulent Air Operations		--	* Items Secured		--	
* Reg. Information	--	* Unruly Pax		--	* F/A's Seated		--	
PAX SEATS	825	* Emergency Comm. with Cockpit		--	* T/O Signal		--	
* Emergency Exits	--	* Location of all Emergency Equipment		--	CRUISE		729	
* Condition	--	* Contents of Manual		--	* In-Flight Svc		--	
* Ash Trays	--	ABILITY/PROFICIENCY		103	* Turbulence		--	
* Seat Belts/Trays	--	* Remove/Demonstrate Use of O2 Bottle and Fire Bottle (Simulated)		--	LANDING/TAXI		735	
PAX O2 SERVICE UNIT	835	* Explain How to Deploy a PSU Manually		--	* Items Secured		--	
* Operational	--	* Demonstrate Emergency Exit Procedures		--	* F/A's Seated		--	
* Service Pins	--			--	OTHER REMARKS		749	
F/A STATION	825			--			--	
* Retracts	--			--			--	
* Condition	--			--			--	
* P/A & Interphone	--			--			--	
GALLEYS	825			--			--	
* Latch Mechanisms	--			--			--	
* Restraints/Tiedns/Covers	--			--			--	
* Debris/Corrosion	--			--			--	
LAVATORIES	825			--			--	
* Smoke Alarm	--			--			--	
* Signs/Lights	--			--			--	
* Extinguishers	--			--			--	
STOWAGE AREAS	825			--			--	
* Latch Mechanisms	--			--			--	
* Access to Equipment	--			--			--	

Table 6-4. Cabin En Route Interior Inspection Reference Chart

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Approved Infant or Child Restraint System	Placement and Approved Type	Knowledge of Location, Placement, and Approved Use	Proper Use and Placement	
Carry-on Baggage	Proper Restraints and Placards for Cargo Compartments	Knowledge of Approved Program	Properly Stowed Ensure Compliance	Screened by Ground Personnel Number or Size Allowance
Cockpit Key	Accessible to All Crewmembers	Knowledge of Location	Use of Key	
Emergency Lights Proximity Lighting	Condition	Knowledge of Activation		
Emergency Medical Kit	Proper Number Installed and Secured	Knowledge of Location and Authorized Use		
Evacuation Slides/Rafts	Proper PSI Condition of Floor Brackets	Knowledge of Location and Operation		
Exit Seating	Briefing Card on Each Affected Seat	Knowledge of Procedures Verify Occupant's Eligibility	Compliance with operator's approved program	Ground Support
Exits/Cabin Doors	General condition (Seals, Handles, etc.)	Knowledge of Normal and Emergency Use	Doors Armed During Aircraft Movement	
F/A Crew Complement	Number of Passenger (Pax) Seats	Knowledge of Required Number of Crewmembers	Evenly Distributed	Ground Personnel and F/A Coordination Prior to Boarding
Fire Extinguishers	Number Installed Type Inspection Date	Knowledge of Use		
First Aid Kits	Number Installed and Properly Secured	Knowledge of Location and Use	Proper Use	
Fixed Oxygen System	Components Closed - No Extension of Red Tags	Knowledge of System and Locations of Additional Drop-Down Masks		
Flashlights	Number Equal to Number of Crewmembers	Knowledge of Locations		
Galley Lifts	Safety Interlock Mechanism Operational	Knowledge of Operation	Proper Use, No More Than One Occupant	
Handicapped Passenger Briefing		Knowledge of Handicapped Briefing	Briefing Stowage of Assistance Devices	

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Jumpseats	Automatic Retract/Locking Harness/Seat Belt Condition of Seat Harness and Belt	Knowledge of Use	Use During Takeoff and Landing	
Lavatories	Placards Trash Receptacle Smoke Detectors Ashtrays	Preflight Check Knowledge of Operations	Responsive to Smoke Detector, if Activated	
Life Vests	Accessible to All Pax (If Installed)	Knowledge of Use and Location		
Life Rafts (If Installed)	Proper Number and Location (Capacity to Accommodate All Pax)	Knowledge of Location, Operation, and Use of Accessory Kits		
Manual	Includes Information Specific to Aircraft	Knowledge of Content	Accessible Current	
Megaphones	Correct Number Installed	Knowledge of Use and Removal From Bracket		
Passenger Info/Safety Briefing	PA or Video - Clarity	Demonstration and Verbal Briefing Content	Performed Prior To Takeoff	
Pax Seat Belts	Installed General Condition	Knowledge of Use		Pax Seat Belt Discipline When Sign is Illuminated
PBE	Properly Installed Secured	Knowledge of Location and Procedures for Use		
Placards	Installation	Preflight Check		
Portable Oxygen	Number Installed Stowed PSI	Knowledge of Use	Proper Use Execution of Administrative Procedures	
Safety Briefing Cards	Conveniently Located Applicable to Aircraft	Knowledge (Presence and Location)		Technically Correct
Seatback/Tray Table	Latching Mechanism	Knowledge of Securing Procedures	Check to Ensure Full Upright Position During Takeoff and Landing	

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Service Carts	Condition Properly Secured	Knowledge of Use	Proper Use/Not Left Unattended Without Securing	
Sterile Cockpit	Signals	Knowledge of Procedures	Compliance	

RESERVED. Paragraphs 6-357 through 6-371.