Safety Attribute Inspection (SAI) Data Collection Tool
1.3.2 Maintenance / Inspection Schedule (AW)
Revision#: 13 Revision Date: 07/24/2015

ELEMENT SUMMARY INFORMATION

Scope of Element:

Purpose (operator’s responsibility): To establish a method to perform routine maintenance and incorporate time intervals producing a Maintenance/Inspection Schedule that continually maintains the airworthiness of the aircraft.

Objective (FAA oversight responsibility): To determine if the operator's Maintenance/Inspection Schedule process:

- Meets all applicable requirements of Title 14 of the Code of the Federal Regulations (14 CFR) and FAA policies,
- Incorporates the safety attributes, and
- Identifies any shortfalls in the operator's Maintenance/Inspection Schedule process.

Specific Instructions:

BACKGROUND INFORMATION: Question numbers 1.10, 1.11, and 1.12 Note(s) section have additional questions derived from JTIs developed in collaboration with AFS 300/500/900 in response to OIG and NTSB safety critical Fuel Tank System recommendations. Responses to these additional required Note(s) questions will assist the PI to assess the operator’s process design for their Enhanced Airworthiness Programs for Fuel Tank System, Fuel Tank Flammability Reduction, and Electrical Wiring Interconnect System (EAPAS/FTS/FTFR/EWIS). The process design meets the standards for initial and continued approval if the operator will be able to:

- Meet the certification basis for aircraft type design,
- Comply with the regulations, and
- Support safe and reliable operations.

REPORTING REQUIREMENTS: A response to each numbered Note(s) question must be documented in the respective SAI Question's comment block, as follows:

- When your answer to ANY of the Note(s) questions is 'No' then the respective SAI Question (1.10, 1.11, or 1.12) must also be answered 'No'. You must document the specific Note(s) question number with the supporting information that caused the negative response into the SAI Question’s comment block.
- When your answer is 'Yes' to ALL of the Note(s) questions and there are no other negative findings to the respective SAI Question (1.10, 1.11, or 1.12), then answer the respective SAI Question 'Yes'. You must document the specific Note(s) question number with your 'Yes' answer in the SAI Question comment block to confirm each Note(s)question was considered during the activity.
- When your answer is 'Yes' to ALL of the Note(s) questions but your answer to the SAI Question is 'No' due other findings specific to the SAI Question, then answer the respective SAI Question (1.10, 1.11, or 1.12), 'No' and document the activity findings for the SAI Question in the comment block.
- Document answers to the Note(s) questions, with their associated Note(s) question numbers, from one of the following options:
  o ‘Note(s) # - Yes’ (and provide the manual reference);
Note(s) # - No' (and document your findings); or

- 'Note(s) # - N/A' is documented only when the answer is not applicable because the operator does not operate airplanes subject to that 14 CFR part (no comment is required); and

- If text in comment block reaches its character limit, priority must be given to 'No' responses. In this case, 'Yes' responses manual references may be omitted.

Note: The ASI is responsible to review all the applicable FAA Policy/Guidance Sections and Regulatory Requirements for EAPSA/FTS/EWIS/FTFR in their entirety during their oversight of the operator's programs.

Note: Data reviewer should ensure each Note(s) question was clearly documented per these Specific Instructions. This includes review of any applicable ConDOR or DOR using the applicable questions identified above.

SUPPLEMENTAL INFORMATION

Regulatory Requirements:

- D.072, Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization.
- D.074, Reliability Program Authorization: Entire Aircraft
- D.075, Reliability Program Authorization: Airframe, Powerplant, Systems or Selected Items
- D.077, Maintenance Contractual Arrangement Authorization: For Entire Aircraft
- D.078, Maintenance Contractual Arrangement Authorization: For Specific Maintenance
- D.079, Reliability Program Contractual Arrangement Authorization
- D.080, Leased Aircraft Maintenance Program Authorizations: U.S.- Registered Aircraft
- D.082, Prorated Time Authorization
- D.087, Maintenance Program Authorization for Leased Foreign- Registered Aircraft Operated by U.S. Air Carriers
- D.088, Maintenance Time Limitations Authorization
- D.089, Maintenance Time Limitations Section
- D.097, Aging Aircraft Programs
- D.105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements
- 26.11, Electrical Wiring Interconnection Systems (EWIS) Maintenance Program
- 43.3, Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
- 43.7, Persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service after maintenance, preventive maintenance, rebuilding, or alteration.
- 43.9, Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with part 91, part 125, Sec. 135.411(a)(1), and Sec. 135.419 of this chapter)
- 43.13, Performance rules (general).
- 91.421, Rebuilt engine maintenance records
- 119.43, Certificate holder's duty to maintain operations specifications.
- 119.49, Contents of operations specifications.
- 119.51, Amending operations specifications
- 121.135, Manual contents
- 121.309, Emergency equipment.
- 121.367, Maintenance, preventive maintenance, and alterations programs.
- 121.369, Manual requirements.
- 121.373, Continuing analysis and surveillance.
- 121.379, Authority to perform and approve maintenance, preventive maintenance, and alterations.
- 121.380, Maintenance recording requirements.
- 121.709, Airworthiness release or aircraft log entry.
121.1111, Electrical Wiring Interconnection Systems (EWIS) maintenance program.
121.1113, Fuel tank system maintenance program
121.1115, Limit of validity.
121.1117, Flammability reduction means

Related CFRs & FAA Policy/Guidance:

Related CFRs:
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FAA Policy/Guidance:
FAA Order 8900.1, Volume 3, Chapter 43
FAA Order 8900.1, Volume 3, Chapter 45, Section 1
FAA Order 8900.1, Volume 4, Chapter 6, Section 5
FAA Order 8900.1, Volume 6, Chapter 2, Section 28
FAA Order 8900.1, Volume 6, Chapter 11, Section 23
FAA Order 8900.1, Volume 6, Chapter 11, Section 24
FAA Order 8900.1, Volume 6, Chapter 11, Section 26
FAA Order 8900.1, Volume 10, Chapter 6, Section 3
AC 120-16, Air Carrier Maintenance Programs
AC 120-79, Developing and Implementing a Continuous Analysis and Surveillance Program (CASS)
AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into an
Operator’s Maintenance or Inspection Programs
AC 120-98, Operator Requirements for Incorporation of Fuel Tank Flammability Reduction
Requirements
AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Instructions for Continued
Airworthiness into an Operator’s Maintenance Program
AC 120-104, Establishing and Implementing Limit of Validity to Prevent Widespread Fatigue Damage
## SAI SECTION 1 - PROCEDURES ATTRIBUTE

### Objective:
The questions in this section of the SAI will help verify that the operator’s documented procedures identify who, what, when, where, and how those procedures are accomplished. These procedures must allow all personnel to perform their duties and responsibilities with a high degree of safety.

14 CFR part 121.135(a)(1)

### Tasks

The inspector shall accomplish the following tasks:

1. Review the information in the Supplemental Information section of this SAI.
2. Review the duties and responsibilities for management and other personnel who accomplish the processes associated with this element.
3. Review the documentation of the processes associated with this element.
4. Review documented interfaces to identify interactions between related processes, interactions within this element process, and between one person, workgroup, or organization to another that the operator uses to accomplish this process.

### Questions

<table>
<thead>
<tr>
<th>Question Number</th>
<th>Question</th>
<th>Yes</th>
<th>No, Explain</th>
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</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Is the operator’s maintenance/inspection time limits (schedule), accurately referenced in Operations Specifications?</td>
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<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Yes</td>
<td>No, Explain</td>
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<td>SRRs: D.072; 119.43</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>1.2</td>
<td>Does the operator’s Maintenance/Inspection Schedule describe the standards for determining maintenance/inspection time limitations?</td>
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<td>Note(s): To ensure proper maintenance, each inspection interval must be stated in terms of calendar times, cycles, and/or hours, as required. Prime factors considered for establishing inspection intervals are aircraft use, environmental conditions, and the type of operation. Examples include changes in temperature, frequency of landings and takeoffs, operation in areas of high industrial pollutants, and passenger or cargo operations.</td>
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<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
<td>Yes</td>
<td>No, Explain</td>
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<tr>
<td></td>
<td>SRRs: D.072(d); 119.49(a)(8); 121.135(b)(18)</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<td>1.3</td>
<td>Does the schedule identify each individual maintenance task and its associated time limit?</td>
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<td>Note(s): The schedule must contain a method to identify the item to be maintained. (i.e. unique Identifier) To ensure proper maintenance, each maintenance/inspection interval must be stated in terms of calendar times, cycles, and/or hours, as required. Parts or subassemblies of components that do not have specific time intervals</td>
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</table>
shall be checked, inspected, and/or overhauled according to the same time limits as its related component or within the time period indicated for the ATA chapter heading.

Items without specific intervals shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance determined by the operator.

Updated: Rev # 3 on 09/15/2009
SRRs: D.072(d); D.072(e); D.072(f); 121.135(b)(18)
Kind Of Question: Flag, Supplemental, Domestic

1.4 Does the operator's inspection tasks and inspection periods for Emergency Evacuation Systems (EES) confirm the continued serviceability and immediate readiness of EES for their intended emergency purpose?

**Note(s):**
The operator's EES scheduled maintenance must be clearly identifiable in the maintenance time limitations.
The operator must establish inspections and inspection periods that are designed to ensure all components of the emergency equipment and emergency egress systems installed on their aircraft are complete and serviceable and may be expected to remain in this condition until either the next inspection or an actual use under emergency conditions.
The operator must use the EES maintenance requirements, coupled with their CASS, to ensure that their EES systems are in a serviceable condition and are ready to perform their intended emergency purpose.
Because of the complexity and safety-critical nature of EES maintenance, the operator must ensure that each individual performing maintenance or inspections on their EES is properly trained and qualified, understands the operator's maintenance instructions, and is competent to perform the EES task assigned.

Updated: Rev # 11 on 06/23/2014
SRRs: D.105; 43.3(f); 43.7(e); 121.309; 121.367(a); 121.369(b)(1); 121.379; 121.709
Kind Of Question: Flag, Supplemental, Domestic

1.5 Does the schedule describe the method of accomplishment of each individual maintenance task?

**Note(s):**
The procedures and standards for checks, service, repair, and/or preventive maintenance, checks or tests, such as General Visual Inspection (GVI), Detailed Visual Inspection (DVI), Discard, etc. shall be described in the operator's manual.

Updated: Rev # 13 on 07/24/2015
SRRs: D.072(c); 121.135(b)(17); 121.135(b)(18); 121.369(b)
Kind Of Question: Flag, Supplemental, Domestic

1.6 Do procedures specify a method that meets the regulatory requirements for the performance and documentation of routine maintenance tasks?

**Note(s):**
The operator must specify “what to do” and “how to do it”. While not regulatory, Work Forms/Task Cards are a best practice means of complying with regulations for performance and recordkeeping of maintenance.
Work Forms/Task Cards can be bundled into higher level checks or be specific
to control a series of tasks (e.g. Airworthiness Directive actions, tire changes, surface control changes, landing gear changes, engine changes, component overhauls, operational system checks etc.) Work Forms/Task cards must fully incorporate all required tasks and verifications that ensure the desired result.

Updated: Rev # 3 on 09/15/2009
SRRs: 43.9; 91.421; 121.369; 121.380
Kind Of Question: Flag, Supplemental, Domestic

<table>
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<tr>
<th>1.7</th>
<th>Does the manual provide instructions and information necessary for the performance and documentation of airworthiness inspections?</th>
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</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No, Explain</td>
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</tbody>
</table>

**Note(s):**
14 CFR part 121.135(b)(20) stipulates that each operator’s manual must discuss airworthiness inspections, including instructions covering procedures, standards, responsibilities and authority of inspection personnel. The methods and procedures established by the operator’s manual must be followed as prescribed by 14 CFR part 121.367. Items not designated “RII” will also be inspected according to the manual’s instructions. Maintenance tasks may be performed concurrently with inspection tasks and may be included on the same work form. Completed work forms that include maintenance instructions provide a record of the accomplishment of these tasks and must be retained.

Updated: Rev # 3 on 09/15/2009
SRRs: 43.9; 43.9; 121.135(b)(20); 121.369; 121.380; 121.709
Kind Of Question: Flag, Supplemental, Domestic

<table>
<thead>
<tr>
<th>1.8</th>
<th>Has the operator organized the maintenance tasks so that the appropriate level of maintenance is performed at the appropriate time intervals?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No, Explain</td>
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</table>

**Note(s):**
Each level of inspection must be clearly defined in the CAMP. For example, a specific area of the aircraft may require only a visual inspection during pre-flight “A” and “B” checks, but will require a detailed X ray or Zyglo inspection of the same area for a “C” or “D” check.

Updated: Rev # 3 on 09/15/2009
SRRs: 43.3; 43.13; 119.49(b)(8); 121.135(b)(18)
Kind Of Question: Flag, Supplemental, Domestic

<table>
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<tr>
<th>1.9</th>
<th>Are the operator’s arrangement of scheduled maintenance tasks consistent with the specified time intervals?</th>
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<tbody>
<tr>
<td>Yes</td>
<td>No, Explain</td>
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</tbody>
</table>

**Note(s):**
Work Forms/Task Cards must be organized into groups appropriate for the type of check (e.g. AD inspections required every 3,000 hours should be included in the appropriate check.) Scheduled tasks include replacement of life-limited items and components requiring periodic overhaul, special nondestructive inspections (such as X rays), and checks or tests for on-condition items, lubrications, and weighing aircraft.

Updated: Rev # 3 on 09/15/2009
SRRs: D.072(e); 43.3(f); 43.7(e); 121.135(b)(18); 121.367(a); 121.369(b)(1); 121.379
Kind Of Question: Flag, Supplemental, Domestic
### 1.10 Does the operator’s maintenance schedule incorporate FAA approved Fuel Tank System (FTS) Instructions for Continued Airworthiness (ICA)?

**Note(s):**
The following notes were derived from JTIs, developed in collaboration with AFS 300/500/900, in response to OIG and NTSB safety critical FTS recommendations.

Responses to Numbers 1-6 below, must be documented in this question’s comment block to satisfy FAA Order 8900.1, Volume 6, Chapter 11, Section 23 directive to determine the operator’s compliance to the FTS rule.

The inspector must review the Source references that follow each note before conducting their oversight responsibilities. SAI Specific Instructions’ Reporting Requirements should also be reviewed.

**If an inspector creates a DOR using Question 1.10, the Specific Instructions Reporting Requirements** must be followed for those items observed.

**If a PI creates a ConDOR, using Question 1.10, both the Question and the associated Note(s) questions must be used in development of the ConDOR.**

1. Does the operator’s OpSpec D097 for the Fuel Tank System (FTS) program comply with the applicable FAA handbook guidance?
   **Sources:** D097; FAA Order 8900.1, Volume 3, Chapter 18, Section 6

2. Has the operator incorporated the applicable 14 CFR part 121.1113 ICA inspections, procedures and limitations for their Fuel Tanks System (FTS) program?
   **Sources:** 121.1113; D097; FAA Order 8900.1, Volume 6, Chapter 11, Section 23; AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

3. Does the operator’s maintenance program contain a Fuel Tank System (FTS) Airworthiness Limitation (AWL) format that includes the AWL number, task, interval, airplane applicability, and the description of the work? These AWL required items must be identified in the operator’s specific manual(s) and document(s) such as engineering orders and job/work cards used to administer the operator’s FTS maintenance program. These requirements ensure the person(s) performing the AWL understand the safety significance of the work they are performing.
   **Sources:** 121.1113; D097; FAA Order 8900.1, Volume 6, Chapter 11, Section 23; AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

4. Does the operator’s maintenance program include the FTS AD mandated Critical Design Configuration Control Limitations (CDCL) instructions on the engineering orders and job/task cards?
   **Sources:** 121.1113; D097; FAA Order 8900.1, Volume 6, Chapter 11, Section 23; AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

5. Does the operator’s maintenance program have procedures to track Component Maintenance Manuals (CMM) identified in a FTS AD mandated CDCL, that includes the FTS CMM manual part number and the revision level? Any change to a FTS CMM must be addressed by an AMOC to the AD.
   **Sources:** 121.1113; D.097; FAA Order 8900.1, Volume 6, Chapter 11, Section 23; AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

6. Does the operator’s maintenance program require the use of FTS CMM identified in the CDCL for fuel system component maintenance, repair, or overhaul? Any changes to the FTS CMM must be addressed by an AMOC to the AD.
   **Sources:** 121.1113; D097; SFAR 88; FAA Order 8900.1, Volume 6, Chapter 11,
Section 23; AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

Updated: Rev # 8 on 09/30/2012
SRRs: D.097; 119.43; 121.135; 121.1113
Kind Of Question: Flag, Supplemental, Domestic

1.11

Does the operator’s maintenance program incorporate FAA approved Fuel Tank Flammability Reduction Rule (FTFR) Airworthiness Limitations?

Note(s):
The following notes were derived from JTIs, developed in collaboration with AFS 300/500/900, in response to OIG and NTSB safety critical FTS recommendations.
Responses to Numbers 1-4 below must be documented in this question's comment block to satisfy FAA Order 8900.1, Volume 6, Chapter 11 Section 26 directive, to determine the operator's compliance to the FTFR rule.
The inspector must review the Source references that follow each note before conducting their oversight responsibilities. SAI Specific Instructions' Reporting Requirements should also be reviewed.
If an Inspector creates a DOR using Question 1.11, the Specific Instructions 'Reporting Requirements' must be followed for those items observed.
If a PI creates a ConDOR, using Question 1.11, both the Question and the associated Note(s) questions must be used in development of the ConDOR.

1. For new production airplanes identified in 14 CFR part 121.1117(b), does the operator's maintenance program require incorporation of the airworthiness limitations for Flammability Reduction Means (FRM) or Ignition Mitigation Means (IMM) before the airplane is operated?
Sources: D097; 121.1117; FAA Order 8900.1, Volume 6, Chapter 11, Section 26; AC 120-98, Operator Requirements for Incorporation of Fuel Tank Flammability Reduction Requirements

2. For retrofit airplanes, does the operator's maintenance program require incorporation of the airworthiness limitations approved by the FAA Oversight Office for FRM or IMM before the airplane is operated after retrofit?
Sources: D097; 121.1117; FAA Order 8900.1, Volume 6, Chapter 11, Section 26; AC 120-98, Operator Requirements for Incorporation of Fuel Tank Flammability Reduction Requirements

3. For retrofit airplanes, does the operator's maintenance program contain a retrofit schedule that complies with 14 CFR part 121.1117(d)?
Sources: D097; 121.1117; FAA Order 8900.1, Volume 6, Chapter 11, Section 26; AC 120-98, Operator Requirements for Incorporation of Fuel Tank Flammability Reduction Requirements

4. For airplanes that auxiliary fuel tanks were installed by field approval, does the operator's maintenance program comply with 14 CFR part 121.1117(c)?
Sources: D097; 121.1117; FAA Order 8900.1, Volume 6, Chapter 11, Section 26; AC 120-98, Operator Requirements for Incorporation of Fuel Tank Flammability Reduction Requirements

Updated: Rev # 8 on 09/30/2012
SRRs: D.097; 119.43; 121.135; 121.1117(a)(2)
Kind Of Question: Flag, Supplemental, Domestic

1.12

For aircraft identified in 14 CFR part 121.1111(a), does the operator’s maintenance program incorporate the FAA approved Electrical Wiring Interconnection Systems (EWIS) Instructions for Continued Airworthiness (ICA) that include the inspections and procedures?
Note(s):
Changes to the EWIS section of the operator’s maintenance program must be based on FAA Oversight Office approved EWIS ICA developed in accordance with the provisions of:

- Airplanes subject to 14 CFR part 26.11, EWIS ICA that comply with paragraph H25.5(a) and (b) or,
- Airplanes subject to 14 CFR part 25.1729, EWIS ICA that comply with paragraph H25.4 and all paragraphs of H25.5,
- ICA developed for supplemental type certificates, and
- EWIS maintenance program changes identified in 14 CFR part 121.1111(e) must be submitted to the Principal Inspector for review and approval.

The following notes were derived from JTIs, developed in collaboration with AFS 300/500/900, in response to OIG and NTSB safety critical FTS recommendations.
Responses to Numbers 1-4 below must be documented in this question’s comment block to satisfy FAA Order 8900.1, Volume 6, Chapter 11, Section 24 directive, to determine the operator’s compliance to the EWIS rule.
The inspector must review the Source references that follow each note before conducting their oversight responsibilities. SAI Specific Instructions ‘Reporting Requirements’ should also be reviewed.
If an Inspector creates a DOR using Question 1.12, the Specific Instructions ‘Reporting Requirements’ must be followed for those items observed.
If a PI creates a ConDOR, using Question 1.12, both the Question and the associated Note(s) questions must be used in development of the ConDOR.

1. For airplanes subject to 14 CFR part 26.11, does the operator’s maintenance program incorporate FAA Oversight Office approved EWIS ICAs that includes inspections and procedures compliant with H25.5 (a)(1) and (b)?
   Sources: 121.1111; D097; 26.11; FAA Order 8900.1, Volume 6, Chapter 11, Section 24; AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Inspections for Continued Airworthiness into an Operator’s Maintenance Program

2. For airplanes subject to 14 CFR part 25.1729, does the operator’s maintenance program incorporate FAA Oversight Office approved EWIS ICAs that include inspections and procedures compliant with H25.4 and H25.5?
   Sources: 121.1111; D097; 26.11; FAA Order 8900.1, Volume 6, Chapter 11, Section 24; AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Inspections for Continued Airworthiness into an Operator’s Maintenance Program

3. Does the operator incorporate all FAA Oversight Office approved EWIS ICAs, as required by 14 CFR part 25, Appendix H25.5(b), that provides the appropriate information, that is easily recognizable as an EWIS ICA, and that contains either the required EWIS ICA or has a specific reference to other portions of the EWIS ICA which has the required information?
   Sources: 121.1111; D097; 26.11; FAA Order 8900.1, Volume 6, Chapter 11, Section 24; AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Inspections for Continued Airworthiness into an Operator’s Maintenance Program

4. Does the operator’s maintenance program prevent an aircraft from being returned to service after any alteration in which an EWIS ICA has been developed, until the airplane’s maintenance program inspections and procedures for EWIS, based on those ICAs, are accomplished?
   Sources: 121.1111; D097; 26.11; FAA Order 8900.1, Volume 6, Chapter 11, Section 24; AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Inspections for Continued Airworthiness into an Operator’s Maintenance Program
1.13 Are the operator’s maintenance scheduled work packages sufficiently comprehensive in scope and detail to ensure the appropriate airworthiness certificate remains valid and the aircraft remains airworthy?

**Note(s):**
Although not required it should be recognized that OEM Instructions for Continued Airworthiness (ICAs) set the baseline for a regulatory review. Any significant deviations from these recommended programs should be justified by data that show they provide the same level of safety. Examples of OEM ICAs include:

- Maintenance Review Board Report (MRBR),
- Maintenance Planning Document (MPD), or

Verify the operators process is sufficient to properly transition (bridge) acquired aircraft accumulated times into the operator’s baseline program.

The Aircraft Configuration Control Document located in FAA Order 8900.1 Volume 10, Chapter 6, Section 3 may serve as a guide to determine if the maintenance schedule encompasses all equipment required for the aircraft to perform its intended operation.

Updated: Rev # 4 on 03/03/2010
SRRs: D.072(c); 121.367
Kind Of Question: Flag, Supplemental, Domestic

**Related Design JTIs:**

1. Verify Instructions for continued airworthiness from the airframe, engine, and if applicable propeller Type Certificate Data Sheets are incorporated into the maintenance schedule.
   
   **Sources:** FAA Order 8130.2A

2. Verify Instructions for continued airworthiness as a result of Airworthiness Directives (Airframe, Engines, Propellers, and Appliances) are incorporated into the maintenance schedule
   
   **Sources:** 91.403; 121.380

3. Verify Instructions for articles subject to time/cycle/life limits.
   
   **Sources:** 121.368; 121.380; FAA Order 8900.1, Volume 6, Chapter 2, Section 28, Monitor Continuous Airworthiness Maintenance Program/Revision; FAA Order 8900.1, Volume 3, Chapter 31, Section 5; FAA Order 8110.54, Instructions for Continued Airworthiness Responsibilities, Requirements, and Contents; AC 20-62, Eligibility, Quality, and Identification of Aeronautical Replacement Parts; AC 20-114, Manufacturers’ Service Documents

4. Verify articles subject to time/cycle/life limits are tracked by
nomenclature, part number, serial number, lot number, or via records the operator retains.

Sources: 121.368; 121.380; 8900.1 Volume 6, Chapter 2, Section 28, Monitor Continuous Airworthiness Maintenance Program/Revision; 8900.1 Volume 3, Chapter 31, Section 5; FAA Order 8110.54, Instructions for Continued Airworthiness Responsibilities, Requirements, and Contents; AC 20-62, Eligibility, Quality, and Identification of Aeronautical Replacement Parts; AC 20-114, Manufacturers’ Service Documents

5. Verify the maintenance schedule incorporates Air Traffic Control (ATC) Transponder Test and Inspection requirements that do not exceed 24 calendar months.

Sources: 91.413; 121.345

6. Verify Instructions for continued airworthiness for the pressure vessel of the aircraft.

Sources: 43 Appendix Section A.; 8900.1 Volume 6, Chapter 11, Section 14, Conducting Records Reviews and Aircraft Inspections Mandated by the Aging Airplane Rules for Parts 121, 129 and 135; 8900.1 Volume 6, Chapter 2, Section 28; FAA Order 8100.9A, DAS, DOA, and SFAR 36 Authorization Procedures; FAA Order 8300.13, Repair Assessment Program; AC 25.571-1, Damage Tolerance and Fatigue Evaluation of Structure; AC 91-56, Continuing Structural Integrity Program for Airplanes; Policy Statement (PS) ANM100 1989 00048, Policy Regarding Impact of Modifications and Repairs on the Damage Tolerance Characteristics of Transport Category Airplanes; PS ANM100 1988 00040, FAA Policy With Respect to Damage Tolerance of Engine Mounts; PS ANM100 1993 00047, Policy Regarding Fail-Safe Features of Structures Designed to the Damage Tolerance Requirements of § 25.571

7. Verify Instructions for continued airworthiness for Temporary Repairs.

Sources: 43.13; 8900.1 Volume 3, Chapter 36, Review 14 CFR Part 121/135.411(A)(2) Engineering Change Authorization; Order 8300.13; AC 25-22, Certification of Transport Airplane Mechanical Systems; AC 120-73, Damage Tolerance Assessment of Repairs to Pressurized Fuselages

8. Verify Instructions for continued airworthiness for all Supplemental Type Certificates.

Sources: 91.403; 121.367; 121.379; 121.380; 121.707; 8900.1 Volume 6, Chapter 11, Section 2, Conduct a Detailed Process/Task Inspection; 8900.1 Volume 3, Chapter 36; 8900.1 Volume 4, Chapter 3, Section 1, Airplane Performance Computation Rules; 8900.1 Volume 4, Chapter 3, Section 3, Approval of Performance Data Sections of CFMs; FAA Order 8110.21, Supplemental Type Certificate (STC) Approvals, ‘One Aircraft Only’; FAA Order 8110.37, Designated Engineering Representative Handbook (as revised); FAA Order 8110.49, Software Approval Guides ; Order 8110.54; Order 8130.2, as revised; AC 33.4-1, Instructions for Continued Airworthiness; AC 20-41, Substitute Technical Standard Order (TSO)
Aircraft Equipment; AC 25.571-1; AC 43-210, Standardized Procedures for Requesting Approval of Data, Major Alterations, and Repairs; AC 120-73

9. Verify Instructions for continued airworthiness for applicable Major Repairs and Alterations.

Sources: 25.1529; 43.9; 121.379; 121.380; 121.707; 121.709; 43 Appendix.Section A.; AC 120-77, Maintenance and Alteration Data; 8900.1 Volume 6, Chapter 11, Section 2

10. Verify Instructions for continued airworthiness for Digital Flight Data Recorder System (DFDRS) or Flight Data Recorder System (FDRS), as applicable.

Sources: 121.344a; 121.343; 121.344; 121 Appendix.Section B.; 121 Appendix.Section M.; 8900.1 Volume 4, Chapter 14, Section 8, Monitor Flight Data Recorders; AC 20-141

11. Verify Instructions for continued airworthiness for Underwater Locator Beacons (ULB).

Sources: 23.1457; 25.1457; 25.1459; 121.343; 121.359; 8900.1 Volume 4, Chapter 14, Section 8; 8900.1 Volume 4, Chapter 14, Section 9

12. Verify that all Certification Maintenance Requirements (CMR) tasks were properly incorporated.

Sources: 25.1529; 119.49; 121.367; 8900.1 Volume 3, Chapter 37, Evaluate a Part 121/135.411(a)(2) Certificate Holder's Short Term Escalation Procedures; 8900.1 Volume 3, Chapter 40, Approve a Maintenance Reliability Program for 121/135; 8900.1 Volume 6, Chapter 2, Section 37, Monitor Maintenance Aspects of Part 121 Extended Range Operations With Two Engine Aircraft (ETOPS); 8900.1 Volume 6, Chapter 2, Section 38, Evaluate a Part 121/135.411(a)(2) Operator Aircraft Storage Program;

13. Verify Instructions for continued airworthiness for equipment required for the aircraft to comply with operating noise limits.

Sources: 25.1529; 119.49; 121.367; 8900.1 Volume 3, Chapter 37; 8900.1 Volume 3, Chapter 40; 8900.1 Volume 6, Chapter 2, Section 37; 8900.1 Volume 6, Chapter 2, Section 38;

14. Verify Instructions for continued airworthiness for VOR equipment of the aircraft is being maintained, checked, and inspected under an approved procedure, or has been operationally checked within the preceding 30 days and was found to be within the limits of the indicated permissible bearing error set forth in part 91, § 91.171.

Sources: 91.171; 121.367; 8900.1 Volume 6, Chapter 2, Section 28

15. Verify Instructions for continued airworthiness for High Intensity Radiated Field (HIRF)/Lightning Protection Maintenance Program.

Sources: 121.367; 8900.1 Volume 6, Chapter 2, Section 28; AC 20-53, Protection of Aircraft Fuel Systems Against Vapor Ignition Caused


Sources: 121.323; 121.367; AC 20-74, Aircraft Position and Anticollision Light Measures

17. Verify Instructions for continued airworthiness in accordance with the maintenance program for Reduced Vertical Separation Minimums (RVSM).

Sources: B.046c; 91.180; 91.703; 91.706; 91 Appendix.Section G.

18. Verify Instructions for continued airworthiness for Corrosion Prevention Control Program (CPCP) per applicable Airworthiness Directive or Maintenance Review Board Requirements.

Sources: 39.11; 121.367; FAA Order 8900.1, Volume 6, Chapter 2, Section 28 FAA Order 8300.12, Corrosion Prevention and Control Programs


Sources: 121.1107(a); 8900.1 Volume 6, Chapter 2, Section 28; AC 25.571-1; AC 120-73;

20. Verify instructions for continued airworthiness for Engines, Auxiliary Power Unit (APU).

Sources: AC 120-16; 8900.1 Volume 6, Chapter 2, Section 28

21. Verify Instructions for continued airworthiness in accordance with the maintenance program for Lower Landing Minimums.

Sources: 91.189; 121.567; 8900.1 Volume 4, Chapter 2, Section 11, Maintenance/Inspection Programs for Low Approach Landing Minimums; 8900.1 Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations; AC 120-29; AC 120-28

22. Verify Instructions for continued airworthiness in accordance with the maintenance program for Electrical Wiring Interconnection Systems (EWIS) Maintenance Program.

23. Verify the Maintenance/Inspection Schedule includes Radome area.

24. Verify the Maintenance/Inspection Schedule includes Pitot Air Probes.

Sources: 121.323; 121.325; 121.341

25. Verify the Maintenance/Inspection Schedule includes Static Pressure
26. Verify the Maintenance/Inspection Schedule includes external lights.
   
   Sources: 121.323; 121.341; AC 20-30, Aircraft Position Light and Anticollision Lights Installation; AC 20-74; AC 43.13-2, Acceptable Methods, Techniques, and Practices—Aircraft Alterations

27. Verify the Maintenance/Inspection Schedule includes antennas.
   
   Sources: 121.345; 121.367

28. Verify the Maintenance/Inspection Schedule includes miscellaneous fuselage sensors (e.g., ice detection, total air temperature, vibration).

29. Verify the Maintenance/Inspection Schedule includes static dischargers.

30. Verify the Maintenance/Inspection Schedule includes the condition of the aircraft paint.

   Sources: 45.11; 45.13; AC 43-17, Methods, Techniques, and Practices Acceptable to the Administrator Governing the Installation, Removal, or Change of Identification Data and Identification Plates.

31. Verify the Maintenance/Inspection Schedule includes the legibility of the displayed name of the certificate holder.

   Sources: 119.9

32. Verify the Maintenance/Inspection Schedule includes legibility and installation of exterior; placards, markings, exit markings.

   Sources: 119.9

33. Verify the Maintenance/Inspection Schedule includes the escape route slip resistant material.

   Sources: 121.310

34. Verify the Maintenance/Inspection Schedule includes condition of windows.

   Sources: 121.313

35. Verify the Maintenance/Inspection Schedule includes aircraft doors exterior.

   Sources: 121.310

36. Verify the Maintenance/Inspection Schedule includes fuel tank impact resistant access doors.

   Sources: 121.316

37. Verify the Maintenance/Inspection Schedule includes engines
mounting structure and compartments for; cleanliness, general condition, loose/missing equipment, breakage, signs of fluid leaks, corrosion, proper installation, and other indications of defects. Fire extinguishing system components and indicators. Guide vanes; and compressor and turbine blades for dents, erosion, nicks and other irregularities. Electronic engine control (EEC)/full authority digital engine control (FADEC) unit (if installed) for general condition, corrosion, and security. Electrical wiring for condition and security.

**Sources:** AC 43-204; AC 43-206, Inspection, Prevention, and Repair of Corrosion on Avionics Equipment

<table>
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<tr>
<th>38.</th>
<th>Verify the Maintenance/Inspection Schedule includes engine nacelles for general condition, dents, scratches, loose or missing fasteners, corrosion, erosion, acoustic panels; and prior to take off, cowling door security.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td><strong>Sources:</strong> AC 43-204; AC 43-206; Notice 8900.COWL</td>
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<th>39.</th>
<th>Verify the Maintenance/Inspection Schedule includes continued airworthiness instructions for Thrust Reversers and Blocker Doors.</th>
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<td></td>
<td><strong>Sources:</strong> AC 43-204</td>
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<th>40.</th>
<th>Verify the Maintenance/Inspection Schedule includes continued airworthiness instructions for auxiliary power unit (APU).</th>
</tr>
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<tbody>
<tr>
<td></td>
<td><strong>Sources:</strong> AC 43.13-1, Acceptance Methods, Techniques, and Practices—Aircraft Inspection and Repair</td>
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<tr>
<th>41.</th>
<th>Verify the Maintenance/Inspection Schedule includes identification of engines and APU.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td><strong>Sources:</strong> 45.11; 45.13; AC 45-3, Installation, Removal, or Change of Identification Data and Identification Plates on Aircraft engines; AC 43-17</td>
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<th>42.</th>
<th>Verify the Maintenance/Inspection Schedule includes electronic engine controls including APU FADEC.</th>
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<tr>
<td></td>
<td><strong>Sources:</strong> AC 33.28-1, Compliance Criteria for 14 CFR 33.28, Aircraft Engines, Electrical and Electronic Engine Control Systems</td>
</tr>
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<tr>
<th>43.</th>
<th>Verify the Maintenance/Inspection Schedule if applicable includes; Propellers, Propeller Blades, and Propeller Hubs. Propeller, propeller blade, and propeller hub is identified in accordance with the referenced guidance material. Condition and security of spinner, blades, hub, pitch locks (if installed or visible), anti/deicing slip ring, brushes and wiring (if installed), boots and electrical wiring, etc. Composite blades for erosion, disbonding, delamination; and check the ultraviolet coating for condition. Leading edges for condition and attachment. Metal blades, check for general condition and leading edges for erosion, nicks and dents.</th>
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<tr>
<td></td>
<td><strong>Sources:</strong> AC 33.28-1; AC 43-204; AC 43-206</td>
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<th>44.</th>
<th>Verify the Maintenance/Inspection Schedule includes the condition and installation of; Aircraft registration. Airworthiness Certificate.</th>
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Federal Communications Commission (FCC) Radio Station License.

Sources: 121.153; FCC, ICAO articles 29 and 30.

45. Verify the Maintenance/Inspection Schedule includes the condition and installation of cabin interior placards and markings.

Sources: 25.791; 25.1541; 121.310; 121.317

46. Verify the Maintenance/Inspection Schedule includes the proper condition, security, and configuration of equipment and systems.

Sources: 121.153; 121.367

47. Verify the Maintenance/Inspection Schedule includes the Cockpit Voice Recorder (CVR) condition.

Sources: 25.1457; 121.359; 8900.1 Volume 4, Chapter 14, Section 9, Monitor Cockpit Voice Recorders


Sources: 25.853; 121.215; 121.312

49. Verify the Maintenance/Inspection Schedule includes Fuselage Interior (Cabin and Equipment Compartments). Inspect interior and compartments for cleanliness, general condition, loose and/or missing equipment, deterioration, leakage, corrosion, proper installations, and other indications of defects. Inspect for the proper application of corrosion prevention treatments in the forward and rear pressure bulkhead, interior and accessible under floor areas.

Sources: 8900.1 Volume 6, Chapter 2, Section 6 Conduct Spot Inspection of Operator's Aircraft

50. Verify the Maintenance/Inspection Schedule includes Lavatory Placards

Sources: 121.317; 8900.1 Volume 6, Chapter 2, Section 4

51. Verify the Maintenance/Inspection Schedule includes Floor Surfaces. The floor surface of all areas, which are likely to become wet in service, must have slip resistant properties.

Sources: 25.793

52. If smoking is allowed, verify the Maintenance/Inspection Schedule includes ashtrays.

Sources: 121.215; AC 25-17

53. Verify the Maintenance/Inspection Schedule includes waste receptacles.

Sources: 121.215; AD 74-08-09 R2

54. Verify the Maintenance/Inspection Schedule includes ventilation
louvers between compartments.

Sources: 121.219

55. Verify the Maintenance/Inspection Schedule includes passenger cargo compartments.

Sources: 121.285; 121.589; 8900.1 Volume 3, Chapter 33, Section 6, Operations—Cabin Safety

56. Verify the Maintenance/Inspection Schedule includes checking weight restriction placards and the doors for proper latching.

Sources: 25.561; 121.285

57. Verify the Maintenance/Inspection Schedule includes Galleys/Service Centers.

Sources: 121.367; AC 25-17

58. Verify the Maintenance/Inspection Schedule includes Retention of Items of Mass in Passenger and Crew Compartments and Galleys.

Sources: 121.576; 121.589; 8900.1 Volume 3, Chapter 33, Section 6

59. If the aircraft is used for Extended Overwater Operations/Uninhabited Terrain Areas. Verify the Maintenance/Inspection Schedule includes the following for each item of emergency and flotation equipment: Is regularly inspected in accordance with inspection periods established in the OpSpecs to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. Is readily accessible to the crew, and regarding equipment located in the passenger compartment, to passengers. Is clearly identified and marked to indicate its method of operation. Is stored in a compartment or container marked as to its contents. The compartment, container, or the item, must indicate date of last inspection.

Sources: 25.1415; 121.253; 121.309; 121.339; AC 120-47, Survival Equipment for Use in Overwater Operations

60. Verify the Maintenance/Inspection Schedule includes Life preservers and survivor locator light Life rafts and survivor locator lights Survival kits Pyrotechnic signaling device Survival Emergency Locator Transmitter

Sources: 121.339; 121.353; AC 120-47

61. Verify the Maintenance/Inspection Schedule includes Oxygen Equipment and Supply (Drop-Down Oxygen Masks).

Sources: 121.333; TSO-C64b; TSO-C89a

62. Verify the Maintenance/Inspection Schedule includes to ensure that each item of emergency and flotation equipment: Is readily accessible to the crew, and regarding equipment located in the passenger compartment, to passengers. Is clearly identified and clearly marked to indicate its method of operation. Is in a compartment or container
marked as to its contents; and the compartment, container, or the item, must indicate the date of last inspection. Meets preflight requirements per flight attendant manual and/or flight operations manual, as applicable.

**Sources:** 121.309

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<th>63.</th>
<th>Verify the Maintenance/Inspection Schedule includes Portable Oxygen Bottles (POB).</th>
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<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>121.329; 121.333; TSO-C64b</td>
</tr>
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<tr>
<th>64.</th>
<th>Verify the Maintenance/Inspection Schedule includes Flotation Devices (non-extended overwater operations).</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>121.340; AC 20-56, Marking of TSO C72b Individual Flotation Devices TSO-C72c</td>
</tr>
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<th>65.</th>
<th>Verify the Maintenance/Inspection Schedule includes the Hand Fire Extinguishers in the Passenger Compartment.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>25.851; 121.309; 8900.1 Volume 6, Chapter 2, Section 4; AC 25-17; TSO-C19b, Portable Water Solution Type Fire Extinguishers</td>
</tr>
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<th>66.</th>
<th>Verify the Maintenance/Inspection Schedule includes the Hand Fire Extinguishers in the Galley Compartments.</th>
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</thead>
<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>25.851; 121.309; 8900.1 Volume 6, Chapter 2, Section 4; AC 25-17; TSO-C19c, Portable Water Solution Type Fire Extinguishers</td>
</tr>
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<tr>
<th>67.</th>
<th>Verify the Maintenance/Inspection Schedule includes the megaphones.</th>
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<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>121.309; 8900.1 Volume 6, Chapter 2, Section 4 TSO-C137a, Aircraft Portable Megaphones</td>
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<tr>
<th>68.</th>
<th>Verify the Maintenance/Inspection Schedule includes the Crewmember Interphone System.</th>
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<td><strong>Sources:</strong></td>
<td>121.319</td>
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<th>69.</th>
<th>Verify the Maintenance/Inspection Schedule includes the Public Address System.</th>
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<td><strong>Sources:</strong></td>
<td>121.318</td>
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<th>70.</th>
<th>Verify the Maintenance/Inspection Schedule includes the portable lights (flashlights).</th>
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<td><strong>Sources:</strong></td>
<td>121.310</td>
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<th>71.</th>
<th>Verify the Maintenance/Inspection Schedule includes Protective Breathing Equipment (PBE).</th>
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<tbody>
<tr>
<td><strong>Sources:</strong></td>
<td>25.1439; 121.337; 8900.1 Volume 6, Chapter 2, Section 4; TSO-C99A</td>
</tr>
</tbody>
</table>
72. Verify the Maintenance/Inspection Schedule includes the First-Aid Kits.
   Sources: 121.803; 121 Appendix. Section A.; 8900.1 Volume 6, Chapter 2, Section 4; AC 121-33, Emergency Medical Equipment

73. Verify the Maintenance/Inspection Schedule includes the Emergency Medical Kit.
   Sources: 121.803; 121 Appendix. Section A.; 8900.1 Volume 6, Chapter 2, Section 4; AC 121-33, Emergency Medical Equipment

74. Verify the Maintenance/Inspection Schedule includes Automatic External Defibrillators (AED).
   Sources: AC-121 33B; TSO-C142a, Non-Rechargeable Lithium Cells and Batteries

75. Verify the Maintenance/Inspection Schedule includes Passenger Seats, Berths, Safety Belts, and Harnesses.
   Sources: 121.311; 121.317; AC 25-17; TSO-C22g; TSO-C39c; TSO-C114

76. Verify the Maintenance/Inspection Schedule includes Passenger Safety Information Briefing Cards are conveniently located for each passenger.
   Sources: 121.571; 121.585; 8900.1 Volume 6, Chapter 2, Section 4; AC 121-24, Passenger Safety Information Briefing and Briefing Cards

77. Verify the Maintenance/Inspection Schedule includes Smoking/No Smoking Signs and Placards.
   Sources: 25.791

78. Verify the Maintenance/Inspection Schedule includes Fasten Seat Belt signs and placards.
   Sources: 25.791; 121.317; AC 25-17

79. Verify the Maintenance/Inspection Schedule includes Doors (Other than Flight Deck).
   Sources: 121.313; AC 25-17

80. Verify the Maintenance/Inspection Schedule includes Door Placards.
   Sources: 121.313

81. Verify the Maintenance/Inspection Schedule includes Emergency Exits.
   Sources: 25.807; 25.809; 25.813; 121.310; AC 25-17; AC 20-60

82. Verify the Maintenance/Inspection Schedule includes Emergency Exit
markings and placards.

Sources: 25.811; 121.310; AC 25-17

83. Verify the Maintenance/Inspection Schedule includes Emergency Lighting.

Sources: 25.812; 121.310; AC 25.812-1, Floor Proximity Emergency Escape Path Marking; AC 25.812-2, Floor Proximity Emergency Escape Path Marking Systems Incorporating Photoluminescent Elements

84. Verify the Maintenance/Inspection Schedule includes Emergency Evacuation Assist Means.

Sources: 25.810; 121.310; AC 25-17

85. Verify the Maintenance/Inspection Schedule includes Lavatory Fire Protection.

Sources: 121.308

86. If applicable, verify the Maintenance/Inspection Schedule includes Lower Deck Service Compartment (Including Galleys).

Sources: 25.819; AC 25-17

87. If applicable, verify the Maintenance/Inspection Schedule includes Entertainment Systems.

Sources: 25.1301

88. Verify the Maintenance/Inspection Schedule includes Two-Way Radio Communications Systems.

Sources: 91.205; 121.99; 121.347; 121.349; 121.351


Sources: 91.205; 121.347; 121.349; 121.351; 121.355; 25 Appendix:Section G.

90. Verify the Maintenance/Inspection Schedule includes the Collision Avoidance System.

Sources: 121.356

91. Verify the Maintenance/Inspection Schedule includes the ATC Transponder.

Sources: 121.345

92. Verify the Maintenance/Inspection Schedule includes the Airborne Weather Radar System.

Sources: 121.357
93. Verify the Maintenance/Inspection Schedule includes the Low-Altitude Wind Shear System.

Sources: 121.358

94. Verify the Maintenance/Inspection Schedule includes the Terrain Awareness and Warning System (TAWS).

Sources: 121.354

95. Verify the Maintenance/Inspection Schedule includes the Electronic Flight Instrument System EFIS and Electronic Centralized Aircraft Monitoring.

Sources: AC 25-11, Electronic Flight Deck Displays

96. Verify the Maintenance/Inspection Schedule includes the Global Positioning System (GPS).


97. Verify the Maintenance/Inspection Schedule includes the Radio Altimeter.

Sources: AC 120-28, Criteria for Approval of Category III Weather Minima for Takeoff, Landing and Rollout; AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

98. Verify the Maintenance/Inspection Schedule includes the; Airspeed Indicating System, Sensitive Altimeter, Sweep-Second Hand Clock, Standby Horizon Additional Attitude Instrument, Gyroscopic Bank and Pitch Indicator (artificial horizon, attitude indicator, etc.), Free Air Temperature Indicator, Gyroscopic Rate of Turn Indicator, Vertical Speed (Rate of Climb) Indicator, Magnetic Compass.

Sources: 91.205; 91.217(a); 91.219; 121.303; 121.313; 121.323; 121.325; TSO-C10b, Altimeter, Pressure Actuated, Sensitive Type; TSO-C88b, Automatic Pressure Altitude Digitizer Equipment

99. Verify the Maintenance/Inspection Schedule includes the Speed Warning Device.

Sources: 91.603

100. Verify the Maintenance/Inspection Schedule includes the Automatic Pilot System.

Sources: 121.579

101. Verify the Maintenance/Inspection Schedule includes the Instrument Lighting.

Sources: 121.323; 121.325

102. Verify Maintenance/Inspection Schedule includes the Automatic Pilot System.
103. Verify the Maintenance/Inspection Schedule includes the following power plant instruments; Fuel pressure indicator for each engine, Fuel pressure warning device for each engine, or a master warning device for all engines, Fuel flow indicator for each engine not equipped with an automatic altitude mixture control, Fuel quantity indicator for each fuel tank to be used, Oil pressure indicator for each engine, Oil quantity indicator for each oil tank, Oil temperature indicator for each engine, Oil pressure warning means for each engine, Tachometer for each engine, Augmentation liquid quantity indicator for each tank (if applicable), Detection of a fire, Reverse pitch indication for each reversible propeller (if applicable), Gas Temperature (e.g., exhaust gas temperature) indicator for each turbine engine (if applicable), Engine starter indication for each turbine engine-powered part 25 aircraft (if applicable), Engine starter indication for each turbine engine-powered part 25 aircraft (if applicable), Fuel filter bypass indication for each turbine engine (if applicable), Oil strainer or filter warning indication for each turbine engine (if no bypass installed) to warn flight crew of the occurrence of contamination of the strainer or filter before it reaches maximum capacity (if applicable), Means to indicate proper functioning of any heater(s) used to prevent ice clogging of fuel system components, Thrust (or directly related, e.g., N1) indicator for each turbojet or turbofan engine (if applicable), Thrust reversing indicator, Rotor system unbalance indicator for part 25 turbojet-powered aircraft (if applicable), Torque indication for each turbine propeller-powered aircraft engine (if applicable), Propeller position indication (if applicable), For part 23 turbine engine-powered aircraft, a fuel-low level warning means for any fuel tank that should not be depleted of fuel in normal operations (if applicable), Carburetor air temperature indicator, For air-cooled engines, a cylinder head temperature indicator for each engine (if applicable).

Sources: 121.342

104. Verify the Maintenance/Inspection Schedule includes the Takeoff Warning System.

Sources: 121.293

105. Verify the Maintenance/Inspection Schedule includes the Landing Gear Aural Warning Device.

Sources: 121.289

106. Verify the Maintenance/Inspection Schedule includes the flight deck for cleanliness, poor condition, loose/missing equipment, deterioration, breakage, leakage, corrosion, proper installation, and other indications of defects.

Sources: 121.153


Sources: 121.215; 121.312

   Sources: 121.221; 121.309

109. Verify the Maintenance/Inspection Schedule includes the Medical Kit (if located on flight deck).

   Sources: 121.803

110. Verify the Maintenance/Inspection Schedule includes the Hand Fire Extinguishers for Flightcrew.

   Sources: 121.309; AC 20-42, Hand Fire Extinguishers for Use in Aircraft

111. Verify the Maintenance/Inspection Schedule includes the Protective Breathing Equipment (PBE).

   Sources: 121.337

112. Verify the Maintenance/Inspection Schedule includes the Oxygen Equipment and Supply.

   Sources: 121.309; 121.329; 121.333; 121.574

113. Verify the Maintenance/Inspection Schedule includes the Flight Deck Seats, Berths, Safety Belts, and Harnesses.

   Sources: 121.311

114. Verify the Maintenance/Inspection Schedule includes the Observer Seat.

   Sources: 121.581

115. Verify the Maintenance/Inspection Schedule includes the Flight Deck Placards.

   Sources: 121.310

116. Verify the Maintenance/Inspection Schedule includes the Windshield Wiper.

   Sources: 121.313

117. Verify the Maintenance/Inspection Schedule includes the Pilot Compartment Doors.

   Sources: 121.217; 121.219; 121.313

118. Verify the Maintenance/Inspection Schedule includes the Portable Electronic Devices (PED) and Electronic Flight Bags (EFB) (if applicable).

   Sources: 121.306

119. Verify the Maintenance/Inspection Schedule includes the Protective
Fuses.

*Sources: 91.205; 121.313; AC 25-16, Electronic Fault and Fire Prevention and Protection; AC 25.1357-1, Circuit Protective Devices*

120. Verify the Maintenance/Inspection Schedule includes the Crash Ax.

*Sources: 121.309*

121. Verify the Maintenance/Inspection Schedule includes the Electrical/Electronics (E&E) Compartment.

*Sources: 121.221; 8900.1 Volume 6, Chapter 2, Section 4*

122. Verify the Maintenance/Inspection Schedule includes the Cargo Compartment.

*Sources: 121.221; 121.314; 8900.1 Volume 6, Chapter 2, Section 4*

123. Verify the Maintenance/Inspection Schedule includes the means convenient to the crew for closing the flow of air to the cargo compartments when necessary.

*Sources: 121.217; 8900.1 Volume 6, Chapter 2, Section 4*

124. Verify the Maintenance/Inspection Schedule includes the Baggage and Cargo Compartment Restraint System, and Cargo Barrier.

*Sources: 121.221; 121.285; 121.287*

125. Verify the Maintenance/Inspection Schedule includes the equipment and systems required for each class of cargo compartment (i.e. Class A, B, C, D, E)

*Sources: 121.219; 121.221; 121.223; 121.285; 121.287; 121.309; 121.312; 121.314*

126. For aircraft listed in 121.198 with increased fuel weights used in cargo operations, verify the Maintenance/Inspection Schedule includes special inspections issued by the manufacturer.

*Sources: 121.198*

127. Verify the Maintenance/Inspection Schedule includes special inspections for aircraft listed in 121.198 with increased fuel weights used in cargo operations, prior to being used in passenger service.

*Sources: 121.198*

128. Verify the Maintenance/Inspection Schedule includes (if applicable), the equipment and systems required for interiors for parabolic flight operations?

*Sources: A.362c(4)*

129. Verify the Maintenance/Inspection Schedule includes Emergency locator Transmitter (ELT) that is approved (e.g., TSO-C91a, Emergency Locator Transmitter (ELT) Equipment, or later issued
TSOs or equivalent for ELTs) and that it is properly installed for those operations not exempt from the applicable operating rule. For installations after June 21, 1995, the installed unit may not have been approved under TSO-C91a.

Sources: 91.205; 91.207

130. For aircraft with ADS-B equipment installed, the operator's scheduled maintenance program must maintain the ADS-B system per the requirements defined in the applicable type certificate (TC) or supplemental type certificate (STC) as amended, that was used to approve the installation. The ADS-B system must meet the standards of TSO-C19a, or a later version.

Sources: A.354

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<tr>
<th>1.14</th>
<th>Does the manual ensure the appropriate aircraft(s) Limit of Validity (LOV) Airworthiness Limitations Section(s) (ALS) are:</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Clearly distinguishable in the structural maintenance program?</td>
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</tbody>
</table>

Updated: Rev # 10 on 09/30/2013
SRRs: D.072; 121.1115
Kind Of Question: Flag, Supplemental, Domestic

<table>
<thead>
<tr>
<th>1.15</th>
<th>When issuing Maintenance Contractual Arrangements for the aircraft as authorized by Operations Specifications paragraph D077, D078, D080 or D087, do procedures ensure that each component, system, and structure unique to the aircraft is accounted for in the contractor's maintenance schedule?</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>

Updated: Rev # 3 on 09/15/2009
SRRs: D.077; D.078; D.080a; D.080b; D.087; D.087; 121.369(b)(3)
Kind Of Question: Flag, Supplemental, Domestic

**Related Design JTIs:**

1. If the operator is authorized by operations specification D077, determine that all replacement components, other than those provided by the contractor which is common to the listed aircraft and the contractor's fleet, are evaluated by the contractor to ensure they meet the contractor's standards.

   Sources: D.077e

2. If the operator is authorized by operations specification D077, check that the operator includes a general policy for administration of these agreements and the control of maintenance interval limits.

   Sources: D.077f

3. If the operator is authorized by operations specification D077, check that the operator includes instructions and information that this agreement provides for the contractor to perform, including structural inspection, powerplant shop maintenance, and aircraft component shop maintenance in accordance with the contractor's methods,
standards, and procedures.

Sources: D.077g

4. If the operator is authorized by operations specification D077, check that the operator's manual contains instructions and information that this agreement provides that the contractor shall provide the certificate holder with a current copy of the publications and documents relating to the contractor's maintenance program as listed in that agreement and revisions. All maintenance performed by the operator shall be in accordance with those publications and documents.

Sources: D.077h

5. If the operator is authorized by operations specification D077, check that the operator includes a general policy that the authorization for the contractual maintenance arrangement shall be subject to re-evaluation by the FAA if the contractual arrangements are canceled or altered, the contractor should cease to provide the contracted service, or the contractor's certificate is amended, suspended, revoked, or otherwise terminated.

Sources: D.077i

6. If the certificate holder is authorized by operations specification D078, check that the operator provides instructions and information for how to identify the specific maintenance functions listed.

Sources: D.078

7. If the operator is authorized by operations specification D078, check that the operator provides instructions and information, that all maintenance accomplished under this authorization shall be in accordance with the contractor's approved maintenance program.

Sources: D.078a

8. If the certificate operator is authorized by operations specification D078, check that the operator provides instructions and information, that the contractor shall provide the Certificate Holder with a current copy of the publications and documents relating to the contractor's maintenance as listed in that agreement and revisions.

Sources: D.078b

9. If the operator is authorized by operations specification D078, check that the operator includes a general policy that Administration of this agreement and related procedures, including those pertaining to the control of maintenance interval limits, shall be included in the operator's system.

Sources: D.078e

10. If the operator is authorized by operations specification D080, check that the operator provides instructions and information, relating to the specific make, model, and series aircraft and lease agreements identified in operations specifications
Sources: D.080a

11. If the operator is authorized by operations specification D080, check that the operator provides a maintenance program with Instructions and procedures that are sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition.

Sources: D.080b

12. If the operator is authorized by operations specification D087, check that the operator provides a maintenance program with instructions and procedures that are sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition.

Sources: D.087a

13. If the operator is authorized by operations specification D087, check that the operator provides a maintenance program with instructions and procedures that are sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition.

Sources: D.087b

14. If the operator is authorized by operations specification D087, check that the operator provides instructions and information that differences and/or exceptions to the certificate holders program and the foreign registered maintenance programs.

Sources: D.087c

15. If the operator is authorized by operations specification D087, check that the certificate holder provides instructions and information that all revisions to the maintenance programs identified must be approved on an individual basis by amending Operations Specification.

Sources: D.087

16. If the operator is authorized by operations specification D087, check that the operator includes a general policy that the aircraft lease agreement identified in the table shall not be contrary to these operations specifications, the operator's maintenance program or the Federal Aviation Regulations.

Sources: D.087

17. If the operator is authorized by operations specification D087, check that the operator provides instructions and information that all maintenance shall be recorded in accordance with the operator's approved program (supplemented as necessary to meet the foreign certifying country's continuing requirements to validate the foreign certificate of airworthiness, if applicable).

Sources: D.087
18. If the operator is authorized by operations specification D087, check that the operator provides instructions and information that the weight and balance control shall be accomplished in accordance with the operator's approved weight and balance program.

*Sources:* D.087

19. If the operator is authorized by operations specification D087, check that the operator provides instructions and information that the differences and/or exceptions to the operator's maintenance program for its foreign-registered aircraft are identified in the table (Table: ATA Chapter, Primary Maintenance Process, Inspection and Check Period, Other), and will be maintained in accordance with the operator's maintenance program.

*Sources:* D.087h

20. If the operator is authorized by operations specification D087, check that the operator includes a general policy that in the event the aircraft lease agreement between Foreign Air Carrier and operator is terminated by either party, this authorization will terminate effective on the same day.

*Sources:* D.087

<table>
<thead>
<tr>
<th>1.16</th>
<th>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 45, Section 1?</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Updated: Rev # 11 on 06/23/2014</td>
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<tr>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>1.17</th>
<th>Do procedures describe a method for adjusting maintenance intervals in accordance with the applicable operations specification authorizations?</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Note(s):</em> It is the responsibility of the operator’s CASS program to measure and adjust the maintenance schedule in order to obtain its optimum performance. This adjustment to the maintenance schedule can be done through an Authorized Reliability Program or an Operations Specifications amendment in accordance with 14 CFR part 119.51(a)(2).</td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<tr>
<td></td>
<td>SRRs: D.072; D.074; D.075; D.077; D.079; D.082; D.087; D.087h; D.088; D.089; 119.49(b)(8); 119.51; 121.135(b)(18); 121.373</td>
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<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>1.18</th>
<th>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 4, Chapter 6, Section 5?</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Updated: Rev # 10 on 09/30/2013</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>1.19</th>
<th>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 6, Chapter 11, Section 23?</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Updated: Rev # 10 on 09/30/2013</td>
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<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<td></td>
</tr>
<tr>
<td>Question</td>
<td>Description</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
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</tr>
<tr>
<td>1.20</td>
<td>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 6, Chapter 11, Section 24?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.21</td>
<td>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 6, Chapter 11, Section 26?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.22</td>
<td>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 6, Chapter 2, Section 28 as it pertains to the Maintenance/Inspection Schedule?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.23</td>
<td>Do procedures address the intent of the guidance contained in FAA AC 120-16?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Note(s): This design assessment focuses on the maintaince/inspection schedule and the continuing analysis of its performance and effectiveness. This is described in chapters 6 and 11 of this AC.</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.24</td>
<td>Do procedures address the intent of the guidance contained in FAA AC 120-97?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.25</td>
<td>Do procedures address the intent of the guidance contained in FAA AC 120-98?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.26</td>
<td>Do procedures address the intent of the guidance contained in FAA AC 120-102?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.27</td>
<td>Do procedures address the intent of the guidance contained in FAA AC 120-104?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 10 on 09/30/2013</td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
</tr>
<tr>
<td>1.28</td>
<td>Does the manual include a requirement to comply with the Operations Specification related to this element including clearly identified excerpts, references, mandatory compliance requirements, or other information that will keep employees informed of the impact on their duties and responsibilities?</td>
<td>Yes</td>
<td>No, Explain</td>
</tr>
</tbody>
</table>
1.29 | Does the manual contain policies and procedures that include the duties and responsibilities for personnel involved with this element?  
**Note(s):** This includes personnel, in addition to those required by 14 CFR part 119, who have authority and responsibility for processes covered by this element.  
Updated: Rev # 4 on 03/03/2010  
SRRs: 119.43(b); 119.43(c); 121.135(a)(4)  
Kind Of Question: Flag, Supplemental, Domestic  
| Yes | No, Explain |

1.30 | Does the manual refer to the appropriate sections of 14 CFR, and are the procedures consistent with the appropriate 14 CFR references or Operating Certificate concerning this element?  
**Note(s):** Procedures for Flag and Supplemental operations must be consistent with applicable foreign regulations as well.  
Updated: Rev # 4 on 03/03/2010  
SRRs: 121.135(b)(2)  
Kind Of Question: Flag, Supplemental, Domestic  
| Yes | No, Explain |

1.31 | Does the manual contain general policies that require compliance with the SRRs?  
Updated: Rev # 4 on 03/03/2010  
SRRs: 121.135(b)(4); 121.135(b)(3)  
Kind Of Question: Flag, Supplemental, Domestic  
| Yes | No, Explain |

1.32 | Are the procedures written in enough detail to ensure the effective coordination of work activities from one person, workgroup, or organization to another to ensure the desired result?  
Updated: Rev # 10 on 09/30/2013  
Kind Of Question: Flag, Supplemental, Domestic  
| Yes | No, Explain |

---

### SAI SECTION 1 - PROCEDURES ATTRIBUTE

#### Drop-Down Menu

1. No policy, procedures, instructions, or information specified.
2. Procedures or instructions and information do not identify who, what, when, where, how.
3. Policy, procedures, or instructions and information do not comply with CFR.
4. Policy, procedures, or instructions and information do not comply with FAA policy and guidance.
5. Policy, procedures, or instructions and information do not comply with other documentation (e.g., manufacturer's data, Jeppesen Charts, etc.).
6. Policy, procedures, or instructions and information unclear or incomplete.
7. Documentation quality (e.g., unreadable or illegible).
8. Policy, procedures, or instructions and information inconsistent across certificate holder manuals (FOM - Flight Operations Manual to GMM - General Maintenance Manual, etc.).
9. Policy, procedures, or instructions and information inconsistent across media (e.g., paper, microfiche, electronic).
10. Resource requirements incomplete (personnel, facilities, equipment, technical data).
<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>11.</td>
<td>Other.</td>
</tr>
</tbody>
</table>
### SAI SECTION 2 - CONTROLS ATTRIBUTE

**Objective:**
The questions in this section of the SAI will help determine if controls (i.e., checks and restraints) are designed into the processes associated with this element to ensure policies and procedures are followed to achieve desired results.

**Tasks**
The inspector shall accomplish the following tasks:

1. Review the policies, procedures, instructions, and information to understand the controls associated with this element.

**Questions**

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place to ensure that the records for the airframe, aircraft engine, propellers, appliances, and emergency equipment, and parts thereof, show that they were inspected in accordance with the operator's approved time limitations?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Yes</td>
</tr>
</tbody>
</table>
|   | Updated: Rev # 3 on 09/15/2009  
Kind Of Question: Flag, Supplemental, Domestic |

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place that ensure the operator's inspection tasks and inspection periods for Emergency Evacuation Systems (EES) confirm the continued serviceability and immediate readiness of EES for their intended emergency purpose?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.2</td>
<td>Yes</td>
</tr>
</tbody>
</table>
|   | Updated: Rev # 13 on 07/24/2015  
Kind Of Question: Flag, Supplemental, Domestic |

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place to ensure that the appropriate maintenance is performed at the appropriate interval?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3</td>
<td>Yes</td>
</tr>
</tbody>
</table>
|   | Updated: Rev # 3 on 09/15/2009  
Kind Of Question: Flag, Supplemental, Domestic |

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place to ensure that a determination of the effectiveness of the maintenance/inspection schedule has been made and that time limitations are revised as necessary?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4</td>
<td>Yes</td>
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</table>
|   | Updated: Rev # 4 on 03/03/2010  
Kind Of Question: Flag, Supplemental, Domestic |

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place to ensure that work/task forms accurately describe the scheduled maintenance and/or routine task?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5</td>
<td>Yes</td>
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</tbody>
</table>
|   | Updated: Rev # 4 on 03/03/2010  
Kind Of Question: Flag, Supplemental, Domestic |

<table>
<thead>
<tr>
<th></th>
<th>Are controls in place to ensure that work/task forms are accurately and completely filled out as a record of the accomplishment of the tasks?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.6</td>
<td>Yes</td>
</tr>
</tbody>
</table>
|   | Updated: Rev # 3 on 09/15/2009  
Kind Of Question: Flag, Supplemental, Domestic |
<table>
<thead>
<tr>
<th>Section</th>
<th>Question</th>
<th>Yes</th>
<th>No, Explain</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.7</td>
<td>Are controls in place to ensure that airworthiness inspections and Required Inspection Items are accurately identified on the operator’s work/task forms and performed by the appropriate personnel and in accordance with the operator’s program?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td></td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.8</td>
<td>Are controls in place to ensure that the operator successfully accomplishes the scheduled checks or routine tasks through shift changes and work interruptions?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td></td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.9</td>
<td>Are controls in place to ensure that the performance of the operator’s scheduled maintenance/inspection produce an airworthy product, regardless of who did the work?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td></td>
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<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.10</td>
<td>Are controls in place to ensure the operator incorporates and complies with FAA approved Fuel Tank System (FTS) Instructions for Continued Airworthiness?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td>☐ Not Applicable</td>
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<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.11</td>
<td>Are controls in place to ensure the operator incorporates and complies with FAA approved Fuel Tank Flammability Reduction Rule (FTFR) Airworthiness Limitations?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td>☐ Not Applicable</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.12</td>
<td>For aircraft identified in 14 CFR part 121.1111(a), are controls in place that ensure the FAA approved electrical wiring interconnection systems (EWIS) instructions for continued airworthiness (ICA) for inspections and procedures are used?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td>☐ Not Applicable</td>
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<tr>
<td></td>
<td>Updated: Rev # 8 on 09/30/2012</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.13</td>
<td>Are controls in place to ensure that the performance of an operator’s routine maintenance/inspection task (e.g. airworthiness directive action, tire change, engine change, component overhaul); produce an airworthy product, regardless of who did the work?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
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<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>2.14</td>
<td>Are controls in place to prevent the operation of applicable aircraft until the approved Limit of Validity (LOV) Airworthiness Limitations are incorporated into the structural maintenance program?</td>
<td>☐ Yes</td>
<td>☐ No, Explain</td>
<td>☐ Not Applicable</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 10 on 09/30/2013</td>
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<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tbody>
</table>
2.15 Are controls in place to ensure that in-service aircraft are airworthy?

Updated: Rev # 3 on 09/15/2009
Kind Of Question: Flag, Supplemental, Domestic

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 ensure the operator uses an internal evaluation function to detect, identify, and eliminate or control hazards and the associated risk. For airworthiness elements this is a required function of operator’s Continuing Analysis and Surveillance System (CASS), required by 14 CFR part 121.373. The director of safety and the quality assurance department often work together to accomplish this function for the operator. Negative findings could require amendments to the safety/internal evaluation program or CASS audit forms or checklists.

**Tasks**
The inspector shall accomplish the following tasks:

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Review the control questions in Section 2 of this SAI.</td>
</tr>
<tr>
<td>2</td>
<td>Review the operator’s policies, procedures, instructions, and information to gain an understanding of the process measurements accomplished for this element.</td>
</tr>
</tbody>
</table>

**Questions**

<table>
<thead>
<tr>
<th>Number</th>
<th>Question</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Are there process measurements that evaluate whether the operator’s policies, procedures, and controls are achieving the desired results?</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td><strong>Note(s):</strong></td>
<td>Inspectors should refer to the controls in section 2 of this SAI for possible process measurements for this element. Persons engaged in this process should have a method for identifying undesired results.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>SRRs: 121.373</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td>3.2</td>
<td>Do the operator’s process measurements assess the performance of the processes associated with this element?</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td><strong>Note(s):</strong></td>
<td>Verify audits exist to measure this element's performance. Verify audits are scheduled for this element. Verify audits ensure everyone, including all outsource providers, comply with the operator’s program, manual and all applicable regulations and statutes.</td>
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<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>SRRs: 121.373</td>
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<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td>3.3</td>
<td>Does the operator's program require the documentation of process measurement results?</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
<tr>
<td>3.4</td>
<td>Does the operator's program describe how the process measurement results are used to improve the ability to achieve the desired results?</td>
<td>☐</td>
<td>☐, Explain</td>
</tr>
</tbody>
</table>
3.5 Does the organization that conducts the process measurements have direct access to the person with responsibility for this element?

Updated: Rev # 3 on 09/15/2009
Kind Of Question: Flag, Supplemental, Domestic

<table>
<thead>
<tr>
<th>SAI SECTION 3 - PROCESS MEASUREMENT ATTRIBUTE Drop-Down Menu</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. No process measurements specified.</td>
</tr>
<tr>
<td>2. Documentation for the process measurements does not identify (who, what, when, where, how).</td>
</tr>
<tr>
<td>3. Inability to identify negative findings.</td>
</tr>
<tr>
<td>4. No provisions for implementing corrective actions.</td>
</tr>
<tr>
<td>5. Ineffective follow-up to determine effectiveness of corrective actions.</td>
</tr>
<tr>
<td>6. Resources requirements (personnel, facilities, equipment, technical data).</td>
</tr>
<tr>
<td>7. Other.</td>
</tr>
</tbody>
</table>
**Objective:**

Data collected in this section helps the principal inspector determine if the operator identifies, documents and manages change between this process and other related processes within the operator’s organization. It is important for the operator to identify and document where interactions between processes exist, and to have a method of managing change between these processes. Written policies, procedures, or instructions and information that are interrelated and located in different manuals within the operator’s manual system must be consistent to allow personnel to perform their duties and responsibilities with a high degree of safety.

**Tasks**

The inspector shall accomplish the following tasks:

1. Review interfaces associated with the processes for this element.

**Questions**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Does the operator identify and document the interfaces between processes?</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Updated: Rev # 10 on 09/30/2013 Kind Of Question: Flag, Supplemental, Domestic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2 Does the operator have a method to evaluate the impact of changes in this process to other related processes that interface with this process?</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Updated: Rev # 10 on 09/30/2013 Kind Of Question: Flag, Supplemental, Domestic</td>
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</tr>
</tbody>
</table>

**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 ATTRIBUTE**

**Objective:**
Data from questions in this section will help to determine if there is an identifiable, qualified (when required by CFR), and knowledgeable person who is:

- Responsible for the process,
- Answerable for the quality of the process, and
- Has the authority to establish and modify the process.

**Tasks**
The inspector shall accomplish the following tasks:

1. Identify the person(s) who has overall responsibility for this element.
2. Identify the person(s) who has the authority to revise the procedures associated with this element.
3. Review the duties and responsibilities of the above person(s).
4. Review the appropriate organizational chart.

**Questions**

<table>
<thead>
<tr>
<th>No.</th>
<th>Question</th>
<th>Yes</th>
<th>No, Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Is an individual(s) identified who is responsible for the quality of the procedures associated with this element?</td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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</tr>
<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tr>
<tr>
<td>5.2</td>
<td>Is an individual(s) identified who has the authority to establish and modify the policies, procedures, instructions, and information associated with this element?</td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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</tr>
<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</tr>
<tr>
<td>5.3</td>
<td>Are duties and responsibilities documented for those who manage the procedures associated with this element?</td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<tr>
<td></td>
<td>SRRs: 121.135(b)(2)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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<tr>
<td>5.4</td>
<td>Does the operator document the procedures for delegation of authority for this element?</td>
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<td></td>
<td>Updated: Rev # 3 on 09/15/2009</td>
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<tr>
<td></td>
<td>SRRs: 121.135(a)(1)</td>
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<td></td>
<td>Kind Of Question: Flag, Supplemental, Domestic</td>
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</table>

**SAI SECTION 5 - MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE**

**Drop-Down Menu**

1. Not documented.
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>2.</td>
<td>Documentation unclear.</td>
</tr>
<tr>
<td>3.</td>
<td>Documentation incomplete.</td>
</tr>
<tr>
<td>4.</td>
<td>Other.</td>
</tr>
</tbody>
</table>