

2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group A - Part 121 Air Operators, Revision: 8.0 on 07/14/2016

Unscoped DCT Report (Standard DCT)

MLF Label: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time (Released)

DCT Type: EP DCT

Specialty: Operations

Peer Group: A - Part 121 Air Operators

DCT Revision: 8.0 on 07/14/2016 (Released)

Summary Information

Purpose (Certificate Holder Responsibility): To schedule flight crewmembers using flight time limitations, rest and duty periods.

Objective (FAA Responsibility): Determine; (1) If the CH followed the accepted or approved process; (2) If the CH scheduled crewmembers using flight limitations, rest and duty periods.

Questions	Answers	References
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<p>1. Best describe how the flight crewmembers met rest requirements prior to reporting for duty.</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Process Observation, Scoping Attribute: (FAR PART = "121") AND (NOT (OPSPEC = "A319")), Rev. 2.0 01/05/2016, QID: 00012673, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<ul style="list-style-type: none"> <input type="radio"/> Consistently followed the procedures <input type="radio"/> Some steps were missed or not followed <input type="radio"/> Procedures were not consistently followed or adequate <input type="radio"/> Not Observable <input type="radio"/> Not Applicable 	<p>A033; 121 Subpart Q; 121 Subpart R; 121 Subpart S</p>
<p>2. Best describe how the certificate holder followed procedures to ensure compliance with flight time, duty time, and rest limitations for flight crewmembers.</p>	<ul style="list-style-type: none"> <input type="radio"/> Consistently followed the procedures <input type="radio"/> Some steps were 	<p>A033; 121 Subpart Q; 121 Subpart R; 121 Subpart S</p>

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<p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Process Observation, Scoping Attribute: (FAR PART = "121") AND (NOT (OPSPEC = "A319")) , Rev. 2.0 01/05/2016, QID: 00012678, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p>missed or not followed</p> <p><input type="radio"/> Procedures were not consistently followed or adequate</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>3. Was the individual with responsibility qualified, knowledgeable and accountable, and did they effectively manage the planning, organizing, directing, and control of this element?</p> <p>NOTE:</p> <p>Safety Attribute: Management Responsibility, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010687, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes, as documented to the FAA</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>4. Was the individual with authority qualified and knowledgeable and effectively directing, controlling, or changing procedures, and making key determinations including safety risk acceptance decisions?</p> <p>NOTE:</p> <p>Safety Attribute: Management Authority, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010688, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>5. Did the certificate holder continuously monitor and measure the safety performance of this element to identify deficiencies and implement necessary action(s)?</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	

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<p>NOTE:</p> <p>Safety Attribute: Process Measurement, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010685, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>		
<p>6. Did the certificate holder follow policies, procedures, instructions, and information for this element?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010682, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>7. Verify that the certificate holder:</p> <p>#1 Scheduled the required rest periods for its flight crewmembers;</p> <p>#2 Scheduled flight crewmembers to meet the rest requirements prior to reporting for duty; and</p> <p>#3 Scheduled flight crewmembers to not exceed flight time or flight deck duty limitations.</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (NOT (OPSPEC = "A319")) , Rev. 3.0 01/05/2016, QID: 00012674, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> The records were accurate</p> <p><input type="radio"/> The records contained some discrepancies</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>A033; 121 Subpart Q; 121 Subpart R; 121 Subpart S</p>
<p>8. Were onboard sleeping quarters adequate?</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p>	<p>AC-121-31; 121.485(a)</p>

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<p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (TYPE 119 OPERATION = "FLAG") AND (CREWMEMBERS = "THREE PILOTS" OR "FOUR PILOTS" OR "MORE THAN FOUR PILOTS") AND (CREWMEMBERS = "ADDITIONAL FLIGHT CREWMEMBER") , Rev. 1.0 09/20/2012, QID: 00012679, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Applicable</p>	
<p>9. Were onboard sleeping quarters adequate?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND ((TYPE 119 OPERATION = "SUPPLEMENTAL") OR (TYPE 119 OPERATION = "DOMESTIC/FLAG AND SUPPLEMENTAL")) AND ((CREWMEMBERS = "THREE PILOTS") OR (CREWMEMBERS = "FOUR PILOTS") OR (CREWMEMBERS = "MORE THAN FOUR PILOTS")) AND (CREWMEMBERS = "ADDITIONAL FLIGHT CREWMEMBER") , Rev. 2.0 03/25/2016, QID: 00012680, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>AC-121-31; 121.523(b)</p>
<p>10. Did the certificate holder refrain from contacting the flightcrew member to assign a flight-duty period beginning before and operating into the flightcrew member's window of circadian low (WOCL) if the flightcrew member did not receive a 12 hour notice of report time during a long-call reserve period?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030579, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.21(d)</p>

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<p>11. Did the certificate holder report within 10 days, for operations conducted pursuant to contracts with the U.S. Government and operations conducted pursuant to a deviation under 14 CFR part 119.57:</p> <p>#1 Any flight-duty period that exceeded the maximum flight-duty period permitted in Tables B or C, as applicable, by more than 30 minutes,</p> <p>#2 Any flight time that exceeded the maximum flight time limits permitted in Table A and 14 CFR part 117.11, as applicable, and</p> <p>#3 Any flight-duty period or flight time that exceeded the cumulative limits specified in 14 CFR part 117.23?</p> <p>NOTE: The report must contain the following: • A description of the extended flight-duty period and flight time limitation, and the circumstances surrounding the need for the extension; and • If the circumstances generating the extension(s) were within the certificate holder's control, the corrective action(s) that the certificate holder intends to take to minimize the need for future extensions. Each certificate holder must implement the corrective action(s) reported pursuant to 14 CFR part 117.29(f)(2) within 30 days from the date of the extended flight-duty period and/or the extended flight time.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030590, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>A317; 117.29(e); 117.29(f); 117.29(g)</p>
<p>12. Did the certificate holder refrain from scheduling and/or did the flightcrew member refrain from accepting an assignment if the flightcrew member's total flight time would exceed 100 hours in any 672 consecutive hours, or 1,000 hours in any 365 consecutive calendar day period?</p> <p>NOTE: 14 CFR part 117.23 limitations include all flying by flightcrew members on behalf of any certificate holder or 91K Program Manager during the applicable periods. There are 672 consecutive hours in 28 days.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030648, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>A317; 117.23(b)</p>

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<p>13. Did the certificate holder refrain from scheduling and/or did the flightcrew member refrain from accepting an assignment if the flightcrew member's total flight-duty period would exceed 60 flight-duty period hours in any 168 consecutive hours, or 190 flight-duty period hours in any 672 consecutive hours?</p> <p>NOTE: 14 CFR part 117.23 limitations include all flying by flightcrew members on behalf of any certificate holder or 91K Program Manager during the applicable periods. There are 168 consecutive hours in 7 days, and 672 consecutive hours in 28 days.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030649, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.23(c)</p>
<p>14. Did the certificate holder report any flight time that exceeded the maximum flight time limits permitted by 14 CFR part 117.11 or 14 CFR part 117.23(b) to the Administrator within 10 days?</p> <p>NOTE: The report must contain a description of the extended flight time limitation and the circumstances surrounding the need for the extension.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030665, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.11(c)</p>
<p>15. Did the certificate holder refrain from assigning and/or did the flightcrew member refrain from accepting an assignment involving more than three (3) flight segments under 14 CFR 117.17 for augmented flight crews?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00030673, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.17(d)</p>

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<p>16. Did the PIC determine the maximum applicable flight-duty period flight time, and/or combined flight-duty period and reserve availability period limits to be exceeded necessary to allow the flightcrew to fly to the closest destination where they can:</p> <p>#1 Safely be relieved from duty by another flightcrew; or #2 Receive the requisite amount of rest prior to commencing their next flight-duty period?</p> <p>NOTE: 14 CFR part 117.29 applies to operations conducted pursuant to contracts with the U.S. Government and operations conducted pursuant to a deviation under 14 CFR part 119.57 that cannot otherwise be conducted under this part because of circumstances that could prevent flightcrew members from being relieved by another crew or safely provided with the rest required under 14 CFR part 117.25 at the end of the applicable flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00033773, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.29(b)</p>
<p>17. Did the certificate holder and/or PIC refrain from extending the combined flight-duty period and reserve availability period limits if:</p> <p>#1 It causes a flightcrew member to exceed the cumulative flight time limits in 14 CFR part 117.23(b) and the cumulative flight-duty period limits in 14 CFR part 117.23(c)?</p> <p>NOTE: 14 CFR part 117.29 applies to operations conducted pursuant to contracts with the U.S. Government and operations conducted pursuant to a deviation under 14 CFR part 119.57 that cannot otherwise be conducted under this part because of circumstances that could prevent flightcrew members from being relieved by another crew or safely provided with the rest required under 14 CFR part 117.25 at the end of the applicable flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00034275, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.29(b)</p>
<p>18. Did the the certificate holder ensure the flightcrew received a rest period immediately after reaching the destination described in 14 CFR part 117.29(b) equal to the length of the actual flight-duty period or 24 hours, whichever is less?</p>	<p><input type="radio"/> Yes <input type="radio"/> No</p>	<p>117.29(d)</p>

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<p>NOTE: 14 CFR part 117.29 applies to operations conducted pursuant to contracts with the U.S. Government and operations conducted pursuant to a deviation under 14 CFR part 119.57 that cannot otherwise be conducted under this part because of circumstances that could prevent flightcrew members from being relieved by another crew or safely provided with the rest required under 14 CFR part 117.25 at the end of the applicable flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00034316, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	
<p>19. Did the certificate holder refrain from scheduling and/or flightcrew member refrain from accepting an assignment or continue an assigned flight-duty period if the total flight time:</p> <p>#1 Would exceed the limits specified in Table A if the operation is conducted with the minimum required flightcrew, #2 Would exceed 13 hours if the operation is conducted with a 3-pilot flightcrew, and #3 Would exceed 17 hours if the operation is conducted with a 4-pilot flightcrew?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/05/2016, QID: 00034386, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.11(a); 117.11(b); Appendix Table A to Part 117</p>
<p>20. Did the certificate holder refrain from assigning and/or flightcrew member refrain from accepting an assignment if the scheduled flight-duty period exceeds the limits specified in Table C of 14 CFR part 117?</p> <p>NOTE: If the flightcrew member is not acclimated: • The maximum flight-duty period in Table C is reduced by 30 minutes, and • The applicable flight-duty period is based on the local time at the theater in which the flightcrew member was last acclimated.</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.17(a); 117.17(b); Appendix Table C to Part 117</p>

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<p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00034399, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>		
<p>21. Did the flightcrew member's reserve availability period and flight-duty period total number of hours in augmented operation not exceed the flight duty period in Table C plus four (4) hours, as measured from the beginning of the reserve availability period?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00034418, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(c); Appendix Table C to Part 117</p>
<p>22. Did the flightcrew member's reserve availability period and flight-duty period total number of hours in unaugmented operation not exceed the flight duty period in Table B plus, 4 hours or Sixteen (16) hours, as measured from the beginning of the reserve availability period?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00035828, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(c); Appendix Table B to Part 117</p>
<p>23. Did the flightcrew member's short call reserve availability period not exceed 14 hours?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(c)</p>

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<p>definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00035957, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>		
<p>24. Did the certificate holder refrain from scheduling and flightcrew member refrain from accepting an assignment of a reserve availability period after completing a reserve availability period unless the flightcrew member received the required rest in 14 CFR part 117.25(e)?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036028, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(c)</p>
<p>25. Did the certificate holder refrain from contacting the flightcrew member to assign a flight-duty period beginning before and operating into the flightcrew member's window of circadian low (WOCL) when a flightcrew member did not receive a 12 hour notice of report time?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036110, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(d)</p>

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<p>26. Did the certificate holder ensure the flightcrew member received a rest period as provided in 14 CFR part 117.25(e), if the certificate holder shifted a reserve flightcrew member's reserve period status from long-call to short-call?</p> <p>NOTE: All reserve is considered long-call reserve, unless specifically designated as airport/standby or short-call reserve by the certificate holder. Any reserve that meets the definition of airport/standby reserve must be designated as airport/standby reserve. For airport/standby reserve, all time spent in a reserve status is part of the flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036223, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.21(e)</p>
<p>27. Did the certificate holder and flight crewmember comply with the shared responsibilities in the following requirements:</p> <p>#1 Pilot in command (PIC) / certificate holder extended the maximum flight-duty period using Tables B or C up to 2 hours, and the maximum combined flight-duty period and reserve availability period limits specified in 14 CFR parts 117.21(c)(3), and 117.21(c)(4) were extended up to 2 hours; and</p> <p>#2 Extended the flight-duty period under 14 CFR part 117.19(a)(1) by more than 30 minutes only once prior to receiving a rest period described in 14 CFR part 117.25(b)?</p> <p>NOTE: A flight-duty period cannot be extended under 14 CFR part 117.19(a)(1) if it causes a flightcrew member to exceed the cumulative flight-duty period limits specified in 14 CFR part 117.23(c).</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036388, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.19(a); Appendix Table B to Part 117; Appendix Table C to Part 117</p>
<p>28. Did the certificate holder refrain from assigning and/or did the flightcrew member refrain from accepting an assignment, unless during the flight-duty period:</p>	<p><input type="radio"/> Yes <input type="radio"/> No</p>	<p>117.17(c); A117</p>

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<p>#1 Two consecutive hours in the second half of the flight-duty period were available for in-flight rest for the pilot flying the aircraft during landing, and</p> <p>#2 Ninety consecutive minutes were available for in-flight rest for the pilot performing monitoring duties during landing?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036863, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>29. Did the certificate holder ensure it reported to the Administrator within 10 days any flight-duty period that either exceeded the cumulative flight-duty periods specified in 14 CFR part 117.23(c), or exceeded the maximum flight-duty period limits permitted by Tables B or C by more than 30 minutes, and contain:</p> <p>#1 A description of the circumstances surrounding the affected flight-duty period,</p> <p>#2 The corrective action(s) that the certificate holder took, or intends to take, minimizes the need for future extensions (if the specific circumstances were within the certificate holder's control), and</p> <p>#3 Implementation of any corrective action(s) occurred within 30 days from the date of the extended flight-duty period, if unforeseen operational circumstances arose prior to takeoff in augmented or unaugmented operations</p> <p>NOTE: A flight-duty period cannot be extended under 14 CFR part 117.19(a)(1) if it causes a flightcrew member to exceed the cumulative flight-duty period limits specified in 14 CFR part 117.23(c).</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036866, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.19(a); Appendix Table B to Part 117; Appendix Table C to Part 117</p>
<p>30. Did the certificate holder and flight crewmember comply with the shared responsibilities in the following requirements:</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p>	<p>117.19(b); Appendix Table B to Part 117; Appendix Table</p>

2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group A - Part 121 Air Operators, Revision: 8.0 on 07/14/2016

<p>#1 Pilot in command (PIC) / certificate holder extended the maximum flight-duty periods specified in Tables B or C to the extent necessary to safely land the aircraft at the next destination airport or alternate airport, as appropriate; and</p> <p>#2 An extension of the flight-duty period under 14 CFR part 117.19(b)(1) of more than 30 minutes occurred only once prior to receiving a rest period described in 14 CFR part 117.25 (b)?</p> <p>NOTE: An extension taken under paragraph 14 CFR part 117.19(b) may exceed the cumulative flight-duty period limits specified in 117.23(c). Each certificate holder must report to the Administrator within 10 days any flight-duty period that arose after takeoff that either exceeded the cumulative flight-duty periods specified in 14 CFR part 117.23(c), or exceeded the maximum flight-duty period limits by more than 30 minutes as permitted in Tables B or C. The report must contain a description of the circumstances surrounding the affected flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036894, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>C to Part 117</p>
<p>31. Did the certificate holder refrain from assigning and/or flightcrew member refrain from accepting an assignment if the scheduled flight duty period exceeded the limits specified in Table C of 14 CFR part 117, for flight operations conducted with an acclimated augmented flightcrew?</p> <p>NOTE: If the flightcrew member was not acclimated: 1) The maximum flight-duty period in Table C is reduced by 30 minutes, and 2) The applicable flight-duty period was based on the local time at the theater in which the flightcrew member was last acclimated.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00036981, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.17(a); 117.17(b); Appendix Table C to Part 117</p>

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<p>32. Did the certificate holder ensure it provided a flightcrew member in unaugmented operations with a rest opportunity (an opportunity to sleep) in a suitable accommodation during their flight-duty period with all of the following conditions:</p> <p>#1 The rest opportunity was provided between the hours of 22:00 and 05:00 local time, #2 The time spent in the suitable accommodation was at least 3 hours, measured from the time that the flightcrew member reached the suitable accommodation, #3 The rest opportunity was scheduled before the beginning of the flight-duty period in which that rest opportunity was taken, #4 The rest opportunity that the flightcrew member was actually provided was not less than the rest opportunity that was scheduled, #5 The rest opportunity was not provided until the first segment of the flight-duty period was completed, and #6 The combined time of the flight-duty period and the rest opportunity provided did not exceed 14 hours?</p> <p>NOTE: If all of the conditions were met, the time that the flightcrew member spent in the suitable accommodation was not considered part of that flightcrew member's flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037019, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.15(a); 117.15(b); 117.15(c); 117.15(d); 117.15(e); 117.15(f)</p>
<p>33. Did each flightcrew member report for every flight duty period rested and prepared to perform assigned duties?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037052, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.5(a); A319</p>

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<p>34. Did the certificate holder refrain from assigning and/or did a flightcrew member refrain from accepting an assignment to a flight duty period if that flightcrew member reported too fatigued to safely perform assigned duties?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037069, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.5(b)</p>
<p>35. Did the certificate holder refrain from permitting a flightcrew member to continue a flight duty period once the flightcrew member reported too fatigued to continue their assigned flight-duty period?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037094, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.5(c)</p>
<p>36. Did each flightcrew member affirmatively state they were fit for duty prior to commencing a flight as part of the dispatch or flight release, as applicable?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037103, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.5(d)</p>
<p>37. Did the certificate holder ensure its Fatigue Risk Management System (FRMS) followed and complied with its:</p>	<p><input type="radio"/> Yes <input type="radio"/> No</p>	<p>A317; 117.7(a); 117.7(b); A318; A319</p>

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<p>#1 Fatigue risk management policy; #2 Education and awareness training program; #3 Fatigue reporting system; #4 Monitoring system for flightcrew fatigue; #5 Incident reporting process; and #6 Performance evaluation continual improvement feedback process?</p> <p>NOTE: No certificate holder may exceed any provision of 14 CFR part 117 unless approved by the FAA under a FRMS that provides at least an equivalent level of safety against fatigue-related accidents or incidents.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A318") , Rev. 2.0 01/06/2016, QID: 00037130, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	
<p>38. Did the certificate holder ensure it properly provided annual fatigue education and awareness training to all employees responsible for administering the provisions of the rule to include:</p> <p>#1 Flightcrew members; #2 Dispatchers; #3 Individuals directly involved in the scheduling of flightcrew members; #4 Individuals directly involved in operational control; and #5 Any employee providing direct management oversight of those areas?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037175, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.9(a); A319</p>
<p>39. Did the certificate holder ensure its fatigue education and awareness training program increased awareness of:</p> <p>#1 Fatigue;</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable</p>	<p>A317; 117.9(b); A319</p>

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<p>#2 The effects of fatigue on pilots; and #3 Fatigue countermeasures?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037215, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Not Applicable</p>	
<p>40. Did the certificate holder update its fatigue education and awareness training program every 24 Calendar months and submit the update to the Administrator for review and acceptance?</p> <p>NOTE: Not later than 12 months after the date of submission of the fatigue education and awareness training program required by (c)(1), the Administrator shall review and accept or reject the update. If the Administrator rejects an update, the Administrator shall provide suggested modifications for resubmission of the update.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037235, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>A317; 117.9(c); A319</p>
<p>41. Did the certificate holder refrain from assigning or did any flightcrew member refrain from accepting an assignment for an unaugmented flight operation if the scheduled flight duty period would exceed the limits in Table B?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037236, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.13(a); Appendix Table B to Part 117</p>

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<p>42. In unaugmented operations with a flightcrew member who was not acclimated, did the certificate holder properly apply the maximum flight-duty period in Table B?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037248, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.13(b); Appendix Table B to Part 117</p>
<p>43. Did the certificate holder refrain from assigning and/or did the flightcrew member refrain from accepting an assignment for reserve or duty during any required rest period?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037256, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.25(a)</p>
<p>44. Did the certificate holder ensure flightcrew members received at least 30 consecutive hours free from all duty within the past 168 consecutive hours before beginning any reserve or duty period?</p> <p>NOTE: If a flightcrew member operating in a new theater has received 36 consecutive hours of rest, that flightcrew member is acclimated and the rest period meets the requirements of 117.25(b).</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037268, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Observable <input type="radio"/> Not Applicable</p>	<p>117.25(b); 117.25(c)</p>

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<p>45. Did the certificate holder ensure its flightcrew member received a minimum of 56 consecutive hours of rest upon return to home base if the flightcrew member:</p> <p>#1 Traveled more than 60' longitude during a flight-duty period or a series of flight-duty periods; and</p> <p>#2 Was away from home base for more than 168 consecutive hours during this travel?</p> <p>NOTE:</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037270, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.25(d)</p>
<p>46. Did the certificate holder refrain from scheduling and/or did a flightcrew member refrain from accepting an assignment for any reserve or flight-duty period if:</p> <p>#1 The flightcrew member was not given a rest period of at least 10 consecutive hours immediately before beginning a reserve or flight-duty period?</p> <p>NOTE: The 10 consecutive hour rest period must provide the flightcrew member with a minimum of 8 uninterrupted hours of sleep opportunity.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037275, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.25(e)</p>
<p>47. If a flightcrew member determined that a rest period would not provide eight uninterrupted hours of sleep opportunity, did the flightcrew member:</p> <p>#1 Notify the certificate holder; and</p> <p>#2 Refrain from reporting for the assigned flight duty period until they received a rest period specified in 14 CFR part 117.25(e)?</p> <p>NOTE:</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.25(f)</p>

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<p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037283, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>		
<p>48. Did the certificate holder ensure flightcrew members(s) received a rest period:</p> <p>#1 Equal to the length of the deadhead transportation; but</p> <p>#2 Not less than the required rest in 14 CFR part 117.25(e) before beginning a flight-duty period?</p> <p>NOTE: The requirements of 117.25(g) apply if a flightcrew member engaged in deadhead transportation exceeded the applicable flight-duty period in Table B.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037289, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.25(g)</p>
<p>49. Did the certificate holder refrain from scheduling and/or did the flightcrew member refrain from accepting more than three (3) consecutive flight-duty periods that would infringe on the window of circadian low (WOCL), if the flightcrew member was not provided a rest opportunity in a suitable accommodation during each consecutive nighttime flight-duty period?</p> <p>NOTE: If the certificate holder provided the flightcrew member with an opportunity to rest in a suitable accommodation during each consecutive nighttime flight-duty period, a certificate holder may schedule and a flightcrew member may accept up to five (5) consecutive flight-duty periods that infringe on the WOCL. The rest opportunity must be at least 2 hours, as measured from the time that the flightcrew member reaches the suitable accommodation, and must comply with the conditions specified in 14 CFR part 117.15(a), (c), (d), and (e). Any split duty rest that was provided in accordance with 14 CFR part 117.15 counts as part of a flight-duty period.</p> <p>Safety Attribute: Procedures, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") AND (OPSPEC = "A319") , Rev. 2.0 01/06/2016, QID: 00037294, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	<p>117.27</p>

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<p>50. Were the certificate holder's controls for this element effective in achieving the intended results?</p> <p>NOTE: Controls associated with this element may include, but are not limited to, hardware, software, special procedures or procedural steps, checklists, or supervisory practices.</p> <p>Safety Attribute: Controls, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010684, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	
<p>51. Were the certificate holder's interfaces effective for this element?</p> <p>NOTE:</p> <p>Safety Attribute: Interfaces, Question Type: Output Validation, Scoping Attribute: (FAR PART = "121") OR (FAR PART = "135") OR (FAR PART = "145") , Rev. 6.0 07/12/2016, QID: 00010686, Response Details: EP & ED DCTs (Both OP and AW), Status: Released</p>	<p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p><input type="radio"/> Not Observable</p> <p><input type="radio"/> Not Applicable</p>	

Response Details List EP & ED DCTs (Both OP and AW) (Released , 1.0)	
1	Unclear procedure(s)
2	Conflicting procedure(s)
3	Used workaround(s)
4	Skipped process step(s)
5	Personnel failed to follow process (procedures, guidance, etc)
6	Procedures/guidance not available
7	Procedures/guidance not current
8	Inconsistent procedure(s)

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9	Undocumented procedure(s)
10	Minor typographical error(s) (i.e. record entries)
11	Information missing
12	Communication failure(s)
13	Personnel failed to perform task
14	Process failed to meet desired outcome
15	Process oversight failure
16	Equipment/tools not available
17	Equipment/tools not adequate
18	Equipment/tools not calibrated
19	Facilities not adequate
20	Other
Response Details List N/O Response Detail (Released , 1.0)	
1	Personnel (i.e. key certificate holder personnel not present/available)
2	Equipment (i.e. equipment not present/available/in serviceable condition)
3	Event did not occur (i.e. the drunk passenger did not show up for the flight...)
4	Time Constraints (i.e. resources/workload)
5	Weather (i.e. weather needed for observation not present or weather made observation impossible)
6	Other
Response Details List N/A Response Detail (Released , 1.0)	
1	Operator not authorized by OpSpecs
2	Equipment not equipped/authorized
3	Not applicable due to exemption, deviation, or exception
4	Not authorized by regulation
5	Not authorized by Order
6	Not authorized by Notice

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7	Not authorized/recommended by Advisory Circular
8	Not authorized by Policy Letter, Legal Interpretation, or other guidance
9	Other