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# IOSA Audit Handbook

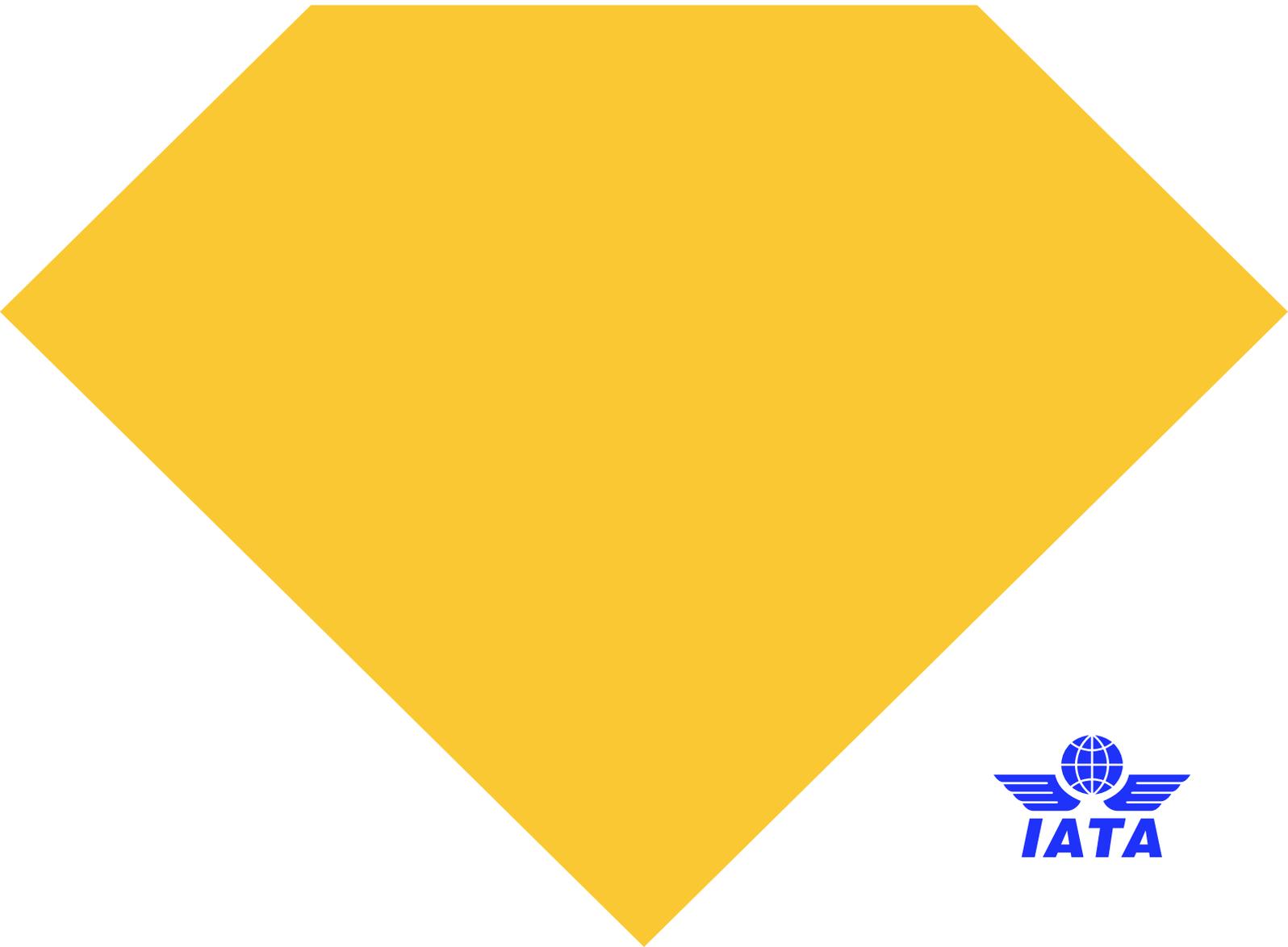
Edition 16

Revision 1



Tables and Mandatory Observations

APPLICABLE for ISM Ed 16



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## 1. Introduction

The Interlinked ISARPs lists are used for cross-checking and harmonising assessments with common operational elements across all applicable disciplines, e.g., Dangerous Goods provisions contained in FLT, GRH, CGO and SEC elements.

The checklists for Mandatory Observations (MO) are also included in this document; they outline the elements to be observed for each MO, and indicate the associated ISARPs.

## 2. Applicability



The IAH - Tables and Mandatory Observations is published to correspond to a particular edition of the IOSA Standards Manual (ISM). The IAH - Tables and Mandatory Observations Edition 16 Rev 1 contains repeated and interlinked ISARPs as well as Mandatory Observations and corresponds to the ISM Ed 16 Rev 2.

## 3. Layout

3.1 The layout is divided into multiple sections, each requiring a different strategy.

3.2 [Section 1](#) contains SMS (and some SeMS) repeated ISARPs. The instructions on their use is given within the section.

3.3 [Section 2](#) contains ISARPs related to Performance Based Compliance/Conformity. The instructions on their use are given within the section.

3.4 [Section 3](#) contains ISARPs related to Auditing Effectiveness. The instructions on their use are given within the section.

3.5 [Section 4](#) contains the inter-linked ISARPs. The listed ISARPs are generally arranged in one or more of the following types:

- link directly to a specific function: Human Factors, Crew Resource Management, Dangerous Goods (DG), etc;
- have a requirement which is “associated” with the above specific functions;
- have a “Reverse requirement”, e.g., “If the Operator does **not** transport Dangerous Goods ...”.

### **Note:**

*Certain ISARPs which contain more than one specification are repeated in multiple interlinked tables, to ensure that each auditor can review **all** assessments which could link to the discipline being audited.*

3.5 [Section 5 & 6](#) contain the list of standards relating to Parallel Conformity and Active Implementation, respectively, with their relevant dates.

3.6 [Section 7](#) contains the MO checklists. The use of the MO checklists is detailed in the IAH Procedures and Guidance Section 4.6.

## 4. Use of Interlinked ISARPs and Repeated Provisions

See IAH - Procedures and Guidance

## 5. Modification Status

All changes in this document are listed in the revision highlights table. For easier orientation, the following symbols identify any changes made within each section:

- Addition of a new item.
- Change to an item.
- Deletion of an item.

## 6. Record of Revisions

Edition Number	Issue & Effective Date
4	Apr 2011
5	Jun 2011
6	Aug 2012
7	Oct 2013
8	Aug 2014
9	Jun 2015
9 Rev 1	Jun 2015
10	Jun 2016
11	Jun 2017
12	Jun 2018
13	Jun 2019
14	Feb 2021
15	Feb 2022
16	Mar 2023
16 Rev 1	Feb 2024

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## 7. Record of Temporary Revisions

Temporary Revision Number	Issue/Effective Date
Nil	-----

## 8. Revision Highlights

	Significant Changes	Comments
△	Repeated ISARPs and Interlinked Tables	Reorganization of the order of the ISARPs for Table 1.2 and 1.4.
		Table 1.3 - update as per ISM Ed. 16 and correction of typo and errors.
		Table 1.4 - document management system ISARP typo correction.
		Table 1.4 - Addition of omitted ISARPs related to the process to monitor external service providers
		Table 1.5 - clarification of ESP acronym.
		Removal of Active Implementation for Table 4.11 (xxx)
		Several corrections and adjustments in the Interlinked Tables.
△	MO Checklists	Addition of FLT 3.11.50C into the MO-1-FLT: Line Flight Operations.
		Addition of SEC 3.1.1, SEC 3.1.3 and SEC 3.7.1 in the MO-16-SEC Passsenger/Baggage Security
		Minor corrections as per ISM Ed. 16 and Ed 16.2
△	Editorial	Minor editorial changes

## 9. List of Effective Pages

	Pages	Effective
△	All	February 2024

## 10. Distribution

Electronic distribution only, via public website, [www.iata.org/iosa](http://www.iata.org/iosa).



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## Section 1 SMS and Repeated ISARPs

**Table 1.1 – Overall SMS Control ISARP: this must be assessed as a non-conformity if any other SMS ISARP in Tables 1.2 or 1.3 is a non-conformity**

	ORG 1.1.10							
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△ **Table 1.2 – ORG SMS ISARPs that must be assessed as a non-conformity if any other ISARP in the same line is a non-conformity**

△ Safety accountability, authorities and responsibilities of management & non-management personnel	ORG 1.3.1	FLT 1.3.1	DSP 1.3.1A	MNT 1.2.1	CAB 1.2.1	GRH 1.2.1	CGO 1.2.1	
Setting Performance indicators	ORG 1.4.2	FLT 1.12.5	DSP 1.12.5	MNT 1.12.5	CAB 1.11.5	GRH 1.11.5	CGO 1.11.5	
Quality Assurance Program	ORG 2.1.1	FLT 1.10.1	DSP 1.10.1	MNT 1.10.1	CAB 1.9.1	GRH 1.9.1	CGO 1.9.1	
Hazard Identification Program	ORG 3.1.1	FLT 1.12.1	DSP 1.12.1	MNT 1.12.1	CAB 1.11.1	GRH 1.11.1	CGO 1.11.1	
Operational Safety Reporting System	ORG 3.1.2	FLT 1.12.3	DSP 1.12.3	MNT 1.12.3	CAB 1.11.3	GRH 1.11.3	CGO 1.11.3	
Safety Risk Assessment and Mitigation Program	ORG 3.2.1	FLT 1.12.2	DSP 1.12.2	MNT 1.12.2	CAB 1.11.2	GRH 1.11.2	CGO 1.11.2	
Significant issues management review	ORG 4.1.2	FLT 1.10.3	DSP 1.10.3	MNT 1.10.3	CAB 1.9.2	GRH 1.9.3	CGO 1.9.3	
Communication system	ORG 4.2.1	FLT 1.4.1	DSP 1.4.1	MNT 1.5.1	CAB 1.3.1	GRH 1.3.1	CGO 1.3.1	SEC 1.4.1
SMS Training	ORG 4.3.1	FLT 2.5.1	DSP 2.5.1	MNT 1.12.6	CAB 2.4.1	GRH 2.3.1	CGO 2.3.1	

△ **Table 1.3 – ORG SMS ISARPs which do not have additional assessment links**

△	ORG 1.1.2	ORG 1.1.4	ORG 1.2.1	ORG 1.2.2	ORG 1.4.1	ORG 1.7.1	ORG 1.7.4	ORG 2.5.4
△	ORG 3.1.5	ORG 3.5.1	ORG 3.5.2	ORG 4.1.1	ORG 4.1.3			

△ **Table 1.4 – Non-SMS ORG ISARPs that are repeated in other disciplines: refer to IAH - Procedures & Guidance for the methodology of assessing these standards**

Management system	ORG 1.1.1	FLT 1.1.1	DSP 1.1.1	MNT 1.1.1	CAB 1.1.1	GRH 1.1.1	CGO 1.1.1	----
Nominated managers	ORG 1.1.3	FLT 1.1.2	----	MNT 1.1.3	CAB 1.1.2	GRH 1.1.2	CGO 1.1.2	SEC 1.1.2
Delegation of duties within the management system	ORG 1.3.2	FLT 1.3.3	DSP 1.3.2A	MNT 1.2.2	CAB 1.2.2	GRH 1.2.2	CGO 1.2.2	SEC 1.3.2
Liaison with regulatory authorities/OEM	ORG 1.3.3	FLT 1.3.4	DSP 1.3.3	MNT 1.2.3	CAB 1.2.3	----	----	SEC 1.3.3
Existence of facilities, workspace, equipment	ORG 1.5.2	FLT 1.5.1	DSP 1.5.1	MNT 1.4.1	CAB 1.4.1	GRH 1.4.1	CGO 1.4.1	----
Hiring/selection of management/non-management personnel	ORG 1.5.3	FLT 1.5.2	DSP 1.5.2	MNT 1.4.2	CAB 1.4.2	GRH 1.4.2	CGO 1.4.2	----
Service provider selection process	ORG 1.6.1	FLT 1.11.1A	DSP 1.11.1A	MNT 1.11.1A	CAB 1.10.1A	GRH 1.10.1A	CGO 1.10.1A	SEC 1.11.1A
Contract or agreement with external service providers	ORG 1.6.2	FLT 1.11.1B	DSP 1.11.1B	MNT 1.11.2	CAB 1.10.1B	GRH 1.10.1B	CGO 1.10.1B	SEC 1.11.1B
Audit planning process	ORG 2.1.5	FLT 1.10.2	DSP 1.10.2	MNT 1.10.5	CAB 1.9.4	GRH 1.9.4	CGO 1.9.4	SEC 1.10.3B
Process for addressing findings	ORG 2.1.7	FLT 1.10.4	DSP 1.10.4	MNT 1.10.2	CAB 1.9.3	GRH 1.9.2	CGO 1.9.2	SEC 1.10.2
□ Process to monitor external service providers	ORG 2.2.1	FLT 1.11.2	DSP 1.11.2	MNT 1.11.7	CAB 1.10.2	GRH 1.10.2	CGO 1.10.2	SEC 1.11.2
Auditing external service providers	ORG 2.2.2	FLT 1.11.5	DSP 1.11.5	MNT 1.11.8	CAB 1.10.3	GRH 1.10.3	CGO 1.10.3	----
Acquired operational products meet technical requirements	ORG 2.3.1	FLT 1.11.3	DSP 1.11.3	----	CAB 1.10.4	GRH 1.10.4	----	----
△ Documentation management system	ORG 2.5.1	FLT 1.6.1	DSP 1.6.3	MNT 1.6.3	CAB 1.5.3	GRH 1.5.3	CGO 1.5.3	SEC 1.6.3
Record management system	ORG 2.6.1	FLT 1.8.1	DSP 1.8.1	MNT 1.8.1	CAB 1.7.1	GRH 1.7.1	CGO 1.7.1	SEC 1.8.1
Electronic records back up system	ORG 2.6.2	FLT 1.8.3	DSP 1.8.3	MNT 1.8.2	CAB 1.7.2	GRH 1.7.2	CGO 1.7.2	SEC 1.8.2

**Table 1.5 – SMS ISARPs that are Recommended Practices. The ORG SMS ISARP must be assessed as a non-conformity if any other ISARP in the same line is a non-conformity. This table (5) does not link to any other table (1-4).**

Confidential safety reporting system	ORG 3.1.3	FLT 1.12.4	DSP 1.12.4	MNT 1.12.4	CAB 1.11.4	GRH 1.11.4	CGO 1.11.4	----
Safety data analysis to predict future risks	ORG 3.2.2	----	----	----	----	----	----	
Service provider personnel trained for SMS duties	ORG 4.3.2	FLT 2.5.2	DSP 2.5.2	MNT 1.12.7	CAB 2.4.2	GRH 2.3.2	CGO 2.3.2	

**Table 1.6 – ORG Flight Data Analysis (FDA) ISARPs. ORG 3.3.1 must be assessed as non-conformity if any other ISARP in the same line is a non-conformity.**

Flight data analysis (FDA)	ORG 3.3.1	ORG 3.3.3	ORG 3.3.4	ORG 3.3.5				
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## Section 2 Intentionally Open

## Section 3 Auditing Effectiveness

**Table 3.1 – Overall Control Auditing Effectiveness ISARP: this must be assessed as a non-conformity if any other ISARP in Tables 3.2 have missing effectiveness criteria**

ORG 4.4.1								
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**Table 3.2 – ORG Auditing Effectiveness ISARPs where effectiveness criteria must be assessed as not present if any other ISARP in the same line has the corresponding effectiveness criteria not in place**

Risk Assessment & Mitigation program	ORG 3.2.1	FLT 1.12.2	DSP 1.12.2	MNT 1.12.2	CAB 1.11.2	GRH 1.11.2	CGO 1.11.2	
Change Management	ORG 3.1.5							
Auditing Other Operators	ORG 2.2.3							

**Section 4 Interlinked ISARPs**

<b>Aircraft Electronic Navigation Data Capabilities</b>				
<b>1. Primary Requirements</b>				
△ FLT 3.5.2	DSP 1.11.4	MNT 2.10.1		

<b>Aircraft with more than 19 Passenger Seats</b>				
<b>1. Primary Requirements</b>				
DSP 3.5.2	DSP 3.5.3	MNT 1.9.1 Table 4.11 (vii)		

<b>Aircraft with Three or More Engines</b>				
<b>1. Primary Requirements</b>				
DSP 4.1.2 (ii)	DSP 4.2.3			

<b>Aircraft Technical Log (ATL)</b>				
<b>1. Primary Requirements</b>				
FLT 3.5.1 (i)	FLT 3.8.1	FLT 3.8.2	MNT 3.2.1 Table 4.6	MNT 3.2.2

<b>Aircraft Tracking</b>				
<b>1. Primary Requirements</b>				
DSP 3.5.1	DSP 3.5.2	DSP 3.5.3		
<b>2. Associated Requirements</b>				
△ DSP 1.3.6	DSP 1.8.4 Table 3.4 (xix)			

△

<b>Alternate Airports</b>				
<b>1. Primary Requirement</b>				
FLT 3.11.5	DSP 4.1.4	DSP 3.2.9C		
<b>2. Fuel Planning for Alternates</b>				
FLT 3.14.15	DSP 4.3.7	DSP 4.3.8	DSP 4.3.13	
<b>3. En Route Alternate Airports</b>				
FLT 3.7.8	FLT 3.11.10	FLT 4.1.3	FLT 4.2.3	
DSP 3.6.5B	DSP 4.2.2	DSP 4.2.3	DSP 4.5.1	DSP 4.5.2
DSP 4.5.3	DSP 4.5.4	DSP 4.5.5		
<b>4. Alternate Airports (Takeoff Alternate)</b>				
DSP 4.1.1	DSP 4.1.2			
<b>5. Alternate Airports (Second Destination Alternate)</b>				
DSP 4.1.5	DSP 4.3.9			
<b>6. Alternate Airports (No Alternate)</b>				
FLT 3.7.9	DSP 4.1.4	DSP 4.1.7	DSP 4.3.10	DSP 4.3.11
<b>7. Alternate Airports (Associated &amp; General Requirements)</b>				
FLT 1.6.6 Table 2.1 (vii) (c)	FLT 1.7.1 Table 2.2 (vi)(h)	FLT 3.11.68	FLT 4.1.1	
DSP 3.2.9B	DSP 3.6.5A	DSP 3.6.5B	DSP 4.5.3	

<b>Anti/De Icing</b>				
<b>1. Primary Requirements</b>				
FLT 3.9.6	DSP 3.4.1	DSP 3.4.3	GRH 4.2.1	GRH 4.2.2
GRH 4.2.3	GRH 4.2.4	GRH 4.2.5		
<b>2. Associated Requirements</b>				
FLT 2.2.16A	FLT 3.15.2	FLT 4.1.2 (xii)	DSP 1.5.5 Table 3.5 (xxiv)	DSP 1.5.7 Table 3.5 (xxiv)
DSP 1.7.1 Table 3.2 (v)	DSP 2.1.1 Table 3.5 (xxiv)	DSP 2.2.2 Table 3.5 (xxiv)	DSP 2.3.1 Table 3.5 (xxiv)	GRH 2.2.3
GRH 2.2.6				
<b>3. Anti/De Icing (Reverse Requirement)</b>				
FLT 3.9.7				

**Cabin Crew – More than One Cabin Crew Member**
**1. Primary Requirements**

CAB 2.2.9	CAB 2.2.13	CAB 2.3.3	CAB 3.1.2	
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**Cargo – Assessment Categories**

All ISARPS starting with: (NOTE: see Dangerous Goods section for Operators not carrying DG (Reverse Requirement))

**1. “If the Operator transports revenue cargo, .....**

CGO 1.1.1	CGO 1.1.2	CGO 1.2.1	CGO 1.2.2	CGO 1.3.1
CGO 1.4.1	CGO 1.4.2	CGO 1.5.1	CGO 1.5.3	CGO 1.7.1
CGO 1.7.2	CGO 1.11.1	CGO 1.11.2	CGO 1.11.3	CGO 1.11.4
CGO 1.11.5	CGO 2.2.4	CGO 3.1.4	CGO 3.2.11	CGO 3.7.1
CGO 3.7.2				

 △ **2. “If the Operator transports cargo, .....**

GRH 3.4.6	GRH 3.7.4			
CGO 1.6.1	CGO 1.6.3	CGO 1.6.4	CGO 1.9.1	
CGO 1.9.2	CGO 1.9.3	CGO 1.9.4	CGO 1.10.1B	CGO 1.10.2
CGO 1.10.3	CGO 2.1.1	CGO 2.1.2	CGO 2.1.4	CGO 2.1.5
CGO 2.1.6	CGO 2.2.2	-	CGO 2.3.1	CGO 3.1.1
CGO 3.1.3	CGO 3.2.17	CGO 3.2.18	CGO 3.5.1	CGO 3.5.2
-	CGO 3.7.4	CGO 3.7.6	CGO 3.7.7	SEC 3.7.1

**3. “If the Operator transports dangerous goods as cargo, .....**

CGO 1.6.2	CGO 2.2.1	CGO 2.2.3	CGO 3.2.1	CGO 3.2.2
CGO 3.2.3	CGO 3.2.4	CGO 3.2.5	CGO 3.2.6	CGO 3.2.8
CGO 3.2.9	CGO 3.2.10	CGO 3.2.12	CGO 3.2.13 (utilizing cargo aircraft ...)	CGO 3.2.14

**4. “(Reverse Requirement) If the Operator conducts passenger flights, but does NOT transport revenue cargo, non-revenue cargo and/or mail, .....**

GRH 3.4.13				
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 △ **5. “(Reverse Requirement) If the Operator transports revenue or non-revenue cargo, and does NOT transport dangerous goods,.....”**

FLT 2.2.13	FLT 3.9.9	GRH 1.6.5	CGO 1.6.3	
CGO 2.2.2				

Carriage of Weapons Onboard				
1. Primary Requirements				
FLT 3.9.4	GRH 2.2.4 Table 6.4 (xi)	GRH 3.7.5	SEC 3.3.1	SEC 3.3.3
2. Prevention of Unauthorized Weapons Onboard				
CAB 3.4.15	SEC 2.1.5 (ii)	SEC 3.1.3		

Circling Approaches				
1. Primary Requirements				
FLT 3.11.65 (iii)	FLT 3.11.69			

Commence or Continue beyond				
1. Fuel related				
FLT 3.7.2				
2. Operating Conditions related				
FLT 3.7.9		DSP 3.2.8A	DSP 3.2.8B	DSP 3.2.9B
DSP 3.6.5A	DSP 4.1.7	3DSP 4.2.2	DSP 4.2.	
3. Weather related				
FLT 3.9.6 (ii)	FLT 3.11.58	FLT 3.11.65	FLT 3.11.62	FLT 3.11.63
FLT 3.11.67				

<b>Crew Resource Management (CRM)</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.14	FLT 2.2.30	FLT 2.2.31 (iii)	CAB 2.2.8	
<b>2. Associated Requirements</b>				
FLT 1.7.1 Table 2.2 (vii), (d)	FLT 1.8.2 (i) Table 2.3 (xi)	FLT 2.1.10 Table 2.2 (vii), (d)	FLT 2.1.1B Table 2.6 (ii), (iii), (viii), (a), (b)	FLT 3.4.1 Table 2.3 (xi)
DSP 1.5.7 Table 3.5 (ix)	DSP 1.7.1 Table 3.2 (vii), (d)	DSP 2.2.2 Table 3.5 (ix)	DSP 2.3.1 Table 3.5 (ix)	CAB 1.6.1 Table 5.1 (vii) (f)
CAB 2.1.1B Table 5.2 (ii)	CAB 2.1.1B Table 5.2 (iii)			
<b>3. Joint Training - FLT and CAB</b>				
FLT 2.2.9	CAB 2.2.10			
<b>4. Joint Training - FLT and DSP</b>				
FLT 2.2.15	DSP 2.4.1			

<b>Dangerous Goods</b>				
<b>1. Primary Requirements</b>				
△ FLT 2.2.12	FLT 2.2.24	FLT 3.9.8	DSP 2.2.4	DSP 3.7.3
CAB 2.2.7	GRH 1.6.3	GRH 1.6.4	GRH 2.1.1 ii)	
GRH 2.2.1	GRH 3.3.4	GRH 3.3.7	GRH 3.3.8	GRH 3.4.2
GRH 3.4.3	GRH 3.4.4	GRH 3.4.5	GRH 3.4.6	GRH 3.4.10
GRH 3.4.11	GRH 3.6.5	CGO 1.6.2	CGO 2.2.1	CGO 2.2.3
	CGO 3.2.1	CGO 3.2.2	CGO 3.2.3	CGO 3.2.4
CGO 3.2.5	CGO 3.2.6	CGO 3.2.8	CGO 3.2.9	CGO 3.2.10
CGO 3.2.11	CGO 3.2.12	CGO 3.2.13	CGO 3.2.14	CGO 3.2.17
CGO 3.2.18				
<b>2. Associated Requirements</b>				
ORG 1.7.6				
FLT 1.2.1 (vii) (i)	FLT 1.4.2 (vii)	FLT 1.6.6 Table 2.1 (x)	FLT 1.7.1 Table 2.2 (ix)	FLT 3.4.1 Table 2.3 (xii)
DSP 1.5.5 (ii) Table 3.5 (x)	DSP 1.5.7 (ii) Table 3.5 (x)	DSP 1.7.1 Table 3.2 (ix)	DSP 2.2.2 Table 3.5 (x)	DSP 2.3.1 Table 3.5 (x)
CAB 1.6.1 Table 5.1 (iii)	CAB 1.6.1 Table 5.1 (v)	CAB 1.6.1 Table 5.1 (vii)	GRH 1.6.6	GRH 1.6.7
GRH 1.6.8	GRH 2.2.4 Table 6.4 (viii) & (xvi)	GRH 3.1.1	GRH 3.3.1 (iii)	
CGO 1.6.1 Table 7.1 (ii)	CGO 1.6.1 Table 7.1 (iii)	CGO 3.1.4		
<b>3. Reverse Requirements</b>				
FLT 2.2.13	FLT 3.9.9	GRH 1.6.5	GRH 2.2.2	GRH 3.1.2
CGO 1.6.3	CGO 2.2.2			

<b>Designated Common Language</b>				
<b>1. Primary Requirements</b>				
FLT 1.5.3 (vii)	FLT 1.7.2	FLT 3.1.1	FLT 3.1.2	
CAB 1.6.6	CAB 3.1.3			
<b>2. Associated Requirements</b>				
FLT 2.2.19				

**Electronic Databases**
**1. Primary Requirements**

ORG 2.4.2	ORG 2.4.1			
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**Emergency Equipment**
**1. Emergency Equipment**

△ FLT 2.2.8	FLT 3.8.7B	FLT 3.8.9	FLT 3.8.10	
CAB 2.1.5	CAB 2.2.4			

**2. Associated Requirements**

DSP 3.7.1	MNT 2.1.1	CAB 3.4.12		
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**Escape Slides**
**1. Primary Requirements**

FLT 3.13.11	CAB 2.2.5	CAB 3.2.4		
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**2. Associated Requirements**

FLT 3.13.3 (iii)	FLT 3.13.4 (v)	CAB 3.3.3 (iii)		
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**Extended Diversion Time Operations (EDTO)**
**1. Primary Requirements**

△ FLT 3.11.10	DSP 4.1.2 (iii)	DSP 4.3.13 (i)	DSP 4.5.1	DSP 4.5.2
DSP 4.5.3	DSP 4.5.4			
MNT 2.8.2	MNT 2.8.2 Table 4.5			

**2. Associated Requirements**

FLT 1.2.1 (vii) e)	FLT 1.8.2 Table 2.3 (ii)	FLT 3.4.1 Table 2.3 (ii)	FLT 4.2.2 (viii)	
DSP 1.5.5 (ii) Table 3.5(viii)	DSP 1.5.7 (ii) Table 3.5(viii)	DSP 2.2.2 Table 3.5(viii)	DSP 2.3.1 Table 3.5(viii)	

<b>Flight and Cabin Crew Training – AQP/ATQP/EBT</b>				
<b>1. Primary Requirements</b>				
FLT 2.1.1A (vii)	FLT 2.1.1B	CAB 2.1.1A (vi)	CAB 2.1.1B	
FLT 2.1.1B Tables 2.6 - 2.8	CAB 2.1.1B Tables 5.2 - 5.3			
<b>2. Associated Requirements</b>				
FLT 2.2.8	FLT 2.2.9	FLT 2.2.11	FLT 2.2.12	FLT 2.2.13
FLT 2.2.14	FLT 2.2.16A	FLT 2.2.16B	FLT 2.2.17	
FLT 2.2.26	FLT 2.2.27	FLT 2.2.30	FLT 2.2.31	FLT 2.2.32
FLT 2.2.33	FLT 2.2.34	FLT 2.2.35	FLT 2.2.37	FLT 2.2.40
FLT 2.2.42	FLT 2.2.43	FLT 2.3.1 (iv)	FLT 2.3.2	FLT 2.3.4
FLT 2.3.6	FLT 2.4.1	FLT 2.4.3	CAB 2.1.3	CAB 2.1.4
CAB 2.2.2	CAB 2.2.3	CAB 2.2.4	CAB 2.2.5	CAB 2.2.6
CAB 2.2.8	CAB 2.2.9	CAB 2.2.10	CAB 2.2.11	CAB 2.2.12
CAB 2.3.3	CAB 2.3.4			

<b>Fatigue Risk Management System (FRMS)</b>				
<b>1. Primary Requirements</b>				
FLT 3.4.3A	FLT 3.4.3B	FLT 3.4.3C	CAB 3.1.4A	CAB 3.1.4B
CAB 3.1.4C				

<b>Flight and Cabin Crew Duty Time Limits</b>				
<b>1. Primary Requirements</b>				
FLT 3.4.2	FLT 3.4.3A	FLT 3.4.4	CAB 3.1.5	CAB 3.1.6
<b>2. Associated Requirements</b>				
FLT 3.3.1	FLT 1.8.2 Table 2.3 (xiv)	CAB 1.6.1 Table 5.1 (viii)		

<b>Flight Deck Door (Strengthened and Conventional)</b>				
<b>1. Primary Requirements</b>				
FLT 3.13.16	FLT 3.13.17	FLT 3.13.18	MNT 1.9.1 Table 4.11 (xxvi)	MNT 1.9.2 Table 4.14 (iv)
CAB 3.3.2				
<b>2. Reverse Requirements</b>				
FLT 3.13.19				

<b>Flight Documentation – Onboard Library</b>				
<b>1. Primary Requirements</b>				
FLT 1.6.1	FLT 1.6.6 Table 2.1	FLT 3.9.8		

<b>Flight Operations Assistant (FOA)</b>				
<b>1. Primary Requirements</b>				
DSP 1.3.2B	DSP 1.3.7	DSP 1.5.7		DSP 1.7.4
DSP 1.8.6	DSP 2.1.2	DSP 2.1.7	DSP 2.2.2	DSP 2.2.4 (carriage of DG)
DSP 2.3.1	DSP 3.2.2	DSP 3.2.4	DSP 3.2.7	DSP 3.6.1
DSP 3.7.2	DSP 3.7.3			
<b>2. Associated Requirements</b>				
FLT 1.7.1 Table 2.2 (i) c)	FLT 2.1.10 Table 2.2 (i) (c)	DSP 1.3.1B (iii)	DSP 1.3.5 (ii) (c)	DSP 1.3.5 Table 3.1
DSP 1.5.7 (ii) Table 3.5	DSP 1.8.2	DSP 2.1.1 Table 3.1	DSP 2.2.2 Table 3.5	DSP 2.3.1 Table 3.5
GRH 3.3.8				

<b>Flight Operations Officer (FOO)</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.15	DSP 1.3.4 (i)	DSP 1.3.5	DSP 1.3.6	DSP 1.3.7
DSP 1.5.4	DSP 1.5.5	DSP 1.5.6	DSP 1.5.7	DSP 1.5.9
DSP 1.7.4	DSP 1.8.6	DSP 1.8.8	DSP 1.8.9	DSP 2.1.2
DSP 2.1.7	DSP 2.2.2	DSP 2.2.3	DSP 2.2.4 (carriage of DG)	DSP 2.3.1
DSP 2.3.3	DSP 2.3.4	DSP 2.4.1	DSP 3.2.2	DSP 3.2.4
DSP 3.2.5 (ii)	DSP 3.2.6	DSP 3.2.7	DSP 3.6.1	DSP 3.7.2
DSP 3.7.3	DSP 4.3.14	DSP 4.3.16		
<b>2. Associated Requirements</b>				
FLT 1.7.1 Table 2.2 (i) c)	FLT 2.1.10 Table 2.2 (vi) (g)	DSP 1.3.1B	DSP 1.3.2B	DSP 1.3.5 Table 3.1
DSP 1.5.5 (ii) Table 3.5	DSP 1.5.7 (ii) Table 3.5	DSP 1.7.1 Table 3.2 (vi) (d)	DSP 1.8.2	DSP 2.1.1 Table 3.1
DSP 2.1.1 Table 3.5	DSP 2.2.2 Table 3.5	DSP 2.3.1 Table 3.5	GRH 3.3.8	

<b>Licensed Flight Operations Officer (FOO)</b>				
<b>1. Primary Requirements</b>				
DSP 1.5.4	DSP 1.8.9			

<b>Fuel Planning</b>				
<b>1. Primary Requirements</b>				
DSP 4.3.1	DSP 4.3.2	DSP 4.3.5	DSP 4.3.6	DSP 4.3.7
DSP 4.3.8	DSP 4.3.9	DSP 4.3.10	DSP 4.3.11	DSP 4.3.12
DSP 4.3.13	DSP 4.3.14	DSP 4.3.16		
<b>2. Associated Requirements</b>				
FLT 2.2.10 iv)	FLT 3.7.1	FLT 3.7.2	FLT 3.14.15	FLT 3.14.16
FLT 3.14.17	FLT 4.2.2 (vi)			

**Fueling Operations with Passengers/Crew Onboard**
**1. Primary Requirements**

FLT 3.9.2	CAB 3.2.2		GRH 4.1.2	GRH 4.1.5
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**GPWS**
**1. Primary Requirements**

FLT 1.11.4B	FLT 3.14.9	MNT 1.9.1 Table 4.11 (xii)	FLT 4.2.7	
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**2. Associated Requirement**

FLT 1.8.2 Table 2.3 (iii)	FLT 2.2.33	FLT 2.2.38 (ii)	FLT 3.4.1 Table 2.3 (iii)	
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**Human Factors/Performance**
**1. Primary Requirements**

FLT 1.12.4	FLT 2.1.35 (i) (d)	FLT 2.2.9	FLT 2.2.14	FLT 2.2.15
FLT 3.4.2	DSP 2.2.3	DSP 2.4.1	MNT 1.3.2	MNT 1.12.4
MNT 4.5.1	CAB 1.11.4	CAB 2.2.8	CAB 2.2.10	
GRH 1.11.4	GRH 2.1.2	CGO 1.11.4	CGO 2.1.2	

**2. Associated Requirements**

ORG 3.1.3	FLT 1.7.1 Table 2.2 (vii) d)	FLT 1.7.4 (i)	FLT 1.8.2 (i) Table 2.3 (xi)	
FLT 2.1.10 Table 2.2 (vii) (d)	FLT 3.4.1 (i) Table 2.3 (xi)	DSP 1.5.7 Table 3.5 (ix)	DSP 1.7.1 Table 3.2 (vii) (d)	DSP 1.12.4
	MNT 1.7.1	CAB 1.6.1 Table 5.1 (vii) (f)	CAB 3.1.7	

**Instrument Flight Rules (IFR)**
**1. Primary Requirements**

FLT 3.10.1	DSP 3.2.9B			
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**2. Associated Requirements**

DSP 1.7.1 Table 3.2 (i) (c)				
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<b>International Operations</b>				
<b>1. Primary Requirements</b>				
FLT 3.3.5	FLT 3.13.18			
DSP 3.7.1	GRH 3.7.2	GRH 3.7.3	CGO 3.2.9	CGO 3.7.7
<b>2. ISARPS Associated with the Security of International Flights</b>				
SEC 3.4.1 (i)	SEC 3.6.1	GRH 3.7.7	SEC 3.6.6	
GRH 3.7.8	SEC 3.6.10			

<b>Line Qualifications/Evaluations</b>				
<b>1. Primary Requirements – Flight Crew</b>				
FLT 2.3.1	FLT 2.3.3	FLT 2.4.1		
<b>2. Associated Requirements</b>				
FLT 3.3.10 (ii)				
<b>3. Primary Requirements – Dispatch Personnel</b>				
DSP 2.3.1				
<b>4. Primary Requirements – Cabin Crew</b>				
CAB 2.3.1	CAB 2.3.2	CAB 2.3.3	CAB 2.3.4	

<b>Live Animals and/or Perishable Cargo Shipments</b>				
<b>1. Primary Requirements</b>				
CGO 3.1.4	CGO 3.3.1	CGO 3.3.2	CGO 3.3.3	CGO 3.3.4
GRH 3.4.16				
<b>2. Associated Requirements</b>				
CGO 1.6.1 Table 7.1 (iii)				

<b>Long-Range and Over-water Flights</b>				
<b>1. Long-Range Over-Water Flight (Primary Requirements)</b>				
FLT 2.4.1 Table 2.5 (v)	DSP 1.4.2 (iv)	DSP 1.7.1 Table 3.2 (vi) (f)	DSP 4.1.5 (iv)	MNT 1.9.1 Table 4.11 (xx) & (xxi)
<b>2. Long-Range Over-Water Flight (Associated Requirements)</b>				
FLT 3.10.5 (i) (a)				

<b>Routes over Difficult Terrain and/or into Special Airports</b>				
<b>1. Primary Requirements</b>				
FLT 2.4.1	FLT 3.3.10			
<b>2. Associated Requirements</b>				
FLT 3.4.1 Table 2.3 (ix)	FLT 4.2.2 (xii)	DSP 1.5.5 Table 3.5 (xvii)		

<b>Low Visibility Operations</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.34	FLT 3.3.3	FLT 3.11.9		
<b>2. Associated Requirements</b>				
FLT 1.2.1 (vii) (a) and (b)	FLT 3.6.4			

<b>Multi Type/Variant Crew Qualifications</b>				
<b>1. Primary Requirements</b>				
FLT 2.4.3	FLT 3.3.7	FLT 3.4.6	CAB 2.1.5	
<b>2. Associated Requirements</b>				
FLT 3.7.10	DSP 4.3.16			

<b>Operations with or without Cabin Crew</b>				
<b>1. Primary Requirements</b>				
FLT 3.8.8	FLT 3.9.3	CAB 3.4.2	CAB 3.4.5	CAB 3.4.6
CAB 3.4.8	CAB 4.2.1	MNT 1.9.1 Table 4.11 (iii)		

Operations with Supernumeraries				
1. Primary Requirements				
FLT 1.3.10	FLT 2.2.42	FLT 2.2.44	FLT 3.8.8	FLT 3.8.10
FLT 3.13.4	FLT 3.13.6	FLT 3.13.8	FLT 3.13.12	FLT 3.13.13
FLT 3.13.14	FLT 3.14.5	SEC 3.4.2		
2. Associated Requirements				
FLT 2.2.8 (ii)	MNT 1.9.1 Table 4.11 (xvi) & (xvii)			

Performance Calculations				
1. Primary Requirements				
FLT 3.11.68	FLT 4.1.1	FLT 4.1.2	FLT 4.1.3	

Receiving Process				
1. Primary Requirements				
MNT 4.5.6	MNT 4.6.5	MNT 4.9.1 Table 4.9 (xi)		

Re-Dispatch/Reduced Contingency Fuel Flight Planning				
1. Primary Requirements				
DSP 3.2.9B (ii)		DSP 4.3.6	DSP 4.3.7 (iv)	
2. Associated Requirements				
DSP 4.1.4				

<b>Screening/Security Controls for Passenger Flights</b>				
<b>1. Primary Requirements</b>				
SEC 3.4.1	SEC 3.4.2	SEC 3.4.3	SEC 3.4.4	
<b>2. Associated Requirements</b>				
SEC 1.5.3	SEC 1.11.4	SEC 2.1.1	SEC 3.4.5	SEC 3.4.7
SEC 3.8.1	GRH 3.7.10			
<b>3. Associated Requirements – if the Operator controls or manages...</b>				
SEC 4.3.1	SEC 2.1.5	SEC 3.9.2		

<b>Screening Requirements for Domestic Passenger Flights</b>				
<b>1. Primary Requirements</b>				
SEC 3.4.1	SEC 3.6.2	GRH 3.7.11		

<b>Screening Requirements for Baggage and Cargo</b>				
<b>1. Primary Requirements</b>				
CGO 3.7.2	CGO 3.7.4	CGO 3.7.6	CGO 3.7.7	SEC 3.6.1
SEC 3.6.2	SEC 3.6.3	SEC 3.6.6	SEC 3.6.10	SEC 3.6.11
SEC 3.7.1				
<b>2. Associated Requirements</b>				
GRH 3.7.4				

<b>Security Training for Crew</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.42	CAB 2.2.12	SEC 2.1.1	SEC 2.1.4	
<b>2. Associated Requirements</b>				
FLT 1.8.2 Table 2.3 (xiii)	SEC 2.1.2	SEC 2.1.6	SEC 2.1.7	

<b>Shared Responsibility System for Ops Control of Flights</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.15	DSP 2.4.1	DSP 3.2.5 (iii)	DSP 3.2.6	DSP 3.6.1
<b>2. Associated Requirements</b>				
DSP 1.3.4 (i), (ii)	DSP 1.3.5 (i)	DSP 4.3.14		

<b>Special Navigation Procedures</b>				
<b>1. RVSM - Primary Requirements</b>				
FLT 2.2.18	FLT 3.11.8A		MNT 2.11.1	
<b>2. RVSM - Associated Requirements</b>				
FLT 1.2.1 (vii) (f)	FLT 3.4.1 Table 2.3 (ii)	FLT 3.11.32 (ii) (c)	FLT 4.3.1 (iii)	
<b>3. MNPS - Primary Requirements</b>				
FLT 2.2.18	FLT 2.4.2	FLT 3.11.11	FLT 4.3.1	
<b>4. MNPS - Associated Requirements</b>				
FLT 1.2.1 (vii) (g)				
<b>5. PBN/RNP/RNAV - Primary Requirements</b>				
FLT 2.2.18	FLT 3.11.1	FLT 3.11.8B	FLT 4.3.1	
<b>6. PBN/RNP/RNAV - Associated Requirements</b>				
FLT 1.2.1 (vii) h)	FLT 3.11.2	FLT 3.4.1 Table 2.3 (iii)		
<b>7. AMU - Primary Requirements</b>				
FLT 2.4.2	FLT 3.11.11			
<b>8. PBCS - Primary Requirements</b>				
FLT 4.3.1	FLT 3.11.8C			
<b>9. PBCS - Associated Requirements</b>				
FLT 3.4.1 Table 2.3 (iii)				

<b>Supplemental Oxygen</b>				
<b>1. Primary Requirements</b>				
FLT 3.11.49	FLT 4.3.5	MNT 1.9.1 Table 4.11(i) & (ii)	DSP 4.4.1	CAB 1.6.1 Table 5.1 (iv) & (vii)
CAB 4.2.24 Table 5.4 (xii)	CAB 3.4.12	CAB 3.4.13	CAB 3.4.14	
<b>2. Associated Requirements</b>				
FLT 1.7.1 Table 2.2 (vi) (e)	DSP 1.7.1 Table 3.2 (vi) (g)			
CAB 2.2.5				

<b>Training Flights</b>				
<b>1. Primary Requirements</b>				
FLT 2.1.12 (iv)	FLT 2.1.35 (i) (g)	FLT 2.2.38	FLT 2.2.39	FLT 2.2.41
<b>2. Reverse Requirements</b>				
FLT 2.1.47				

<b>Unit Load Devices (ULDs)</b>				
<b>1. Primary Requirements</b>				
CGO 1.6.4	CGO 3.2.5	CGO 3.2.12	CGO 3.5.1	CGO 3.5.2
<b>2. Associated Requirements</b>				
MNT 1.9.1 Table 4.11 (xxiv)	GRH 2.2.4 Table 6.3 (ii)(b)	GRH 3.3.4 (x)	GRH 3.4.14	
CGO 1.6.1 Table 7.1 (iv)	CGO 2.2.3	CGO 3.2.4	CGO 3.2.13 (ii)	

<b>Use of Pilot Flight Crew Members that have Attained 65 Years of Age</b>				
<b>1. Primary Requirements</b>				
FLT 3.3.5	FLT 3.4.1 - Table 2.3 (i)			

<b>VFR</b>				
<b>1. Primary Requirements</b>				
FLT 3.10.2	DSP 3.2.9A			

<b>Volcanic Ash</b>				
<b>1. Primary Requirements</b>				
FLT 2.2.16B	FLT 3.11.38 (v)			

## Section 5 ISARPs Containing the Parallel Conformity Option

ISARP Number	Subject	Date of Expiry
DSP 4.2.3	Second Engine Failure on Planes with >3 Engines	31 Aug 2023

## Section 6 ISARPs Containing the Active Implementation Option

ISARP Number	Subject	Projected Date for Full Conformance
N/A		



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## Section 7 Mandatory Observations

### MO-1-FLT: Line Flight Operations

△ Applicability: The following group of checklists are intended to be used for the observation of flight crew line activities, procedures, flight deck systems/equipment; such observation includes interviews of flight crew and other relevant flight operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*The checklists contain a listing of ISARPs that are relevant to line flight operations. It is recommended that these checklists be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of line flight operations (it typically will not be possible to accomplish all listed observations).*

#### Flight Preparation

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Preflight preparation duties/responsibilities	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.5.1	
Accessibility/use of ATS flight plan during flight preparation	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.5	
Accessibility/use OFP; accepted by PIC, verification of consistency between OFP and ATS Flight Plan/data entered into navigation system (FMS); en route fuel monitoring/tracking	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.6 FLT 3.7.7	
Availability/use of taxi/takeoff/climb/landing performance information/data	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 4.1.1	
Determination of relevant aircraft performance factors	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 4.1.2	
Determination of en route aircraft engine-out performance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 4.1.3	
Determination of relevant airport operational requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.2	
Determination of relevant airport RVR requirements/associated limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.4	
Determination of relevant approach/landing RVR requirements*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.5	
Determination of minimum dispatch/departure fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.1	
Determination of safe usable fuel prior to flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.2	
Identification of en route alternate airports	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.8	
Calculation/use of PSR (isolated airport operations)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.9	
Flight crew fuel state awareness*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.10	
<b>* Recommended Practice</b>			

Flight Deck Systems/Documentation			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Flight deck instrumentation/navigation/communication systems	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 4.3.1	
OM crew duties/responsibilities published in designated common language(s)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.7.2	
Content/accessibility of onboard library (could be in EFB)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.6.6	
Use of EFB systems/devices	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.5.3	
<b>* Recommended Practice</b>			

Preflight Procedures/Activities			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Use/application of ATL/CDL/MEL; entry of information in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.1 FLT 3.8.2	
PIC option to reject aircraft for airworthiness/maintenance issues	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.3	
Aircraft exterior inspection; safety-critical areas	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.6 FLT 3.8.7A	
Flight deck emergency equipment/systems inspection	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.7B	
Cabin emergency equipment/systems inspection	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.8	
Preflight inspection of cargo/supernumerary compartment or, if applicable, passenger cabin (cargo aircraft only)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.9	
Flight crew preflight navigation database validation	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.5.2	
Coordination for potential cabin evacuation		FLT 3.9.2	
Flight crew preparation/acceptance of load sheet	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.3	
Flight crew notification of onboard weapons	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.9.4	
Operations in ground icing conditions; de-/anti-icing procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.9.6 FLT 3.9.7	
Notification/acceptance of onboard dangerous goods	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.9.8	

<b>Flight Crew Operations (applicable in more than one phase of flight)</b>			
<b>Focus of Observation/Examination</b>	<b>Observed</b>	<b>ISARPs</b>	<b>Notes/Comments</b>
Flight crew responsibilities/duties as defined	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.3.8	
Flight crew demonstrates familiarity with: <ul style="list-style-type: none"> <li>• Duties/responsibilities;</li> <li>• Relevant state regulations;</li> <li>• Authorized operations;</li> <li>• Relevant sections of OM.</li> </ul>	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.7	
Flight crew demonstrates knowledge of areas, routes, route segments, airports to be used in operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.3.1	
PIC demonstrates responsibility for safety of flight; ensures compliance with checklists	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.3.6	
Designation of primary PIC (when flight crew includes more than one qualified PIC)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.3.7	
Flight crew use/interpretation of OM and related checklists	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.7.1 FLT 1.7.4	
Crew member use of designated common language(s)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.19 FLT 3.1.1 FLT 3.1.2	
Flight crew compliance with seat belt/safety harness requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.2	
Flight deck jump seat occupancy	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.2	
Control/role/use of supernumeraries	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.3.10	
Application of CRM/TEM principles/skills to flight management	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.14 FLT 2.2.30 FLT 3.11.16	
Terrain awareness procedures/maneuvers	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.33	
IFR flight plan/clearance; IFR operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.1	
Application of flight crew task sharing/prioritization	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.18	
Flight crew crosscheck/confirmation when performing critical actions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.20	
Flight crew use of standardized verbal callouts	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.21	
Management of flight automation; use of level appropriate for conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.22	
Procedures for transfer of aircraft control	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.3	
Adherence to sterile flight deck	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.17	
Procedures for flight crew members leaving duty station	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.4	
Flight deck entry door operation; procedures for personnel entry, monitoring of area outside door	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.16 FLT 3.13.17 FLT 3.13.18	
Prevention of unauthorized flight deck entry (no flight deck entry door)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.19	
Flight/cabin crew communication/coordination	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.3	

Flight Crew Operations (applicable in more than one phase of flight)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Flight/cabin crew safety announcements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.6	
Flight/cabin crew notification prior to takeoff/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.8	
Procedures for transport of passengers/supernumeraries	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.14	
Application of altitude awareness/actions in accordance OM procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.28	
Visual vigilance for conflicting traffic	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.3	
Adherence to minimum altitudes	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.4	
ATC communications; use of standard phraseology	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.4	
English language proficiency in communication with ATC	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.20	
Use of oxygen masks/supplemental oxygen	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.49	
Conduct of departure/approach briefings that include: <ul style="list-style-type: none"> <li>Aircraft technical status (unless previously reviewed/briefed);</li> <li>Normal/non-normal considerations;</li> <li>When applicable, flight deck jump seat occupant safety.</li> </ul>	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.23	
Determination of airport operating minima	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.3	
Determination of airport RVR requirements/associated limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.4	
Conduct of low visibility operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.9	
Use/setting of barometric altimeter	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.29	
Barometric altimeters referenced to QNH for takeoff/approach/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.30	
Barometric altimeter conversion/corrections*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.31 FLT 3.11.32	
Operations in proximity adverse weather/environmental conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.38	
Wind shear awareness/avoidance/recovery	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.39	
Wake turbulence awareness/avoidance/recovery	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.40	
Compliance with aircraft operating limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.46	
Compliance with wind component limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.47	
Computation of relevant aircraft performance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.51	
Runway incursion prevention/risk reduction	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.7	
Recording of required flight information	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.2.1	
<b>* Recommended Practice</b>			

Taxi/Takeoff/Climb/Cruise Operations (as applicable to flight observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Determination of safe all-engine climb gradient*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 4.1.4	
Compliance with turn-after-takeoff altitude limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.48	
Partial VFR operations; obtaining/cancelling IFR flight plan	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.2	
Monitoring of radio frequencies	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.5	
Monitoring of navigation performance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.1	
Verification of navigation accuracy	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.2	
Conduct of specialized navigation operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.11	
Conduct of RVSM operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.8A	
Conduct of PBN operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.8B	
Conduct of PBCS operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.8C	
Conduct of EDTO	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.10	
In-flight fuel management procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.6 FLT 3.11.7 FLT 3.14.15 FLT 3.14.16 FLT 3.14.17	
Monitoring destination/alternate airport weather conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.5	
Uncontrolled airspace/airport operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.6	
<b>* Recommended Practice</b>			

Descent/Approach/Landing Operations (as applicable to flight observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Prohibition of flight crew transfer of duties below 10,000 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.5	
Compliance with descent rate restrictions at low altitudes	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.50A	
Limitation of vertical speed to maximum 1500 fpm for last 1000 ft climbing/descending to an assigned altitude/flight level*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.50B	
△ Limitation of the vertical speed of an aircraft to no more than 1,500 fpm for the last 1,000 feet climbing or descending to an assigned altitude or flight level*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.50C	
Determination of conditions for approach/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.58	
Adherence to approach/landing operating minima	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.62 FLT 3.11.63	
△ Assessment of landing factors/computation of landing distance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.68A	
△ Flight crew discontinuing the approach based on the runway surface condition information	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.68B	

Descent/Approach/Landing Operations (as applicable to flight observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Flight crew reporting of the runway braking action	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.15.5	
Application of stabilized approach criteria	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.59	
Missed approach/go-around from unstabilized approach	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.60	
Landing in touchdown zone	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.61	
Visual approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.64	
Non-ILS approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.65	
Non-ILS approach operations; final segment profile	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.66	
ILS approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.67	
Circling approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.69	
<b>* Recommended Practice</b>			

Non-Normal/Abnormal and Emergency Operations (as applicable to flight observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Flight-cabin crew communication during non-normal/abnormal/emergency situations*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.5	
Communication procedures for abnormal/emergency situations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.11	
Flight crew execution of normal/non-normal/emergency procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.3	
Rejected takeoff procedures/considerations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.6	
Engine fire/failure after V1 procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.7	
TCAS/ACAS RA procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.8	
GPWS/terrain alert/warning procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.9	
Emergency descent procedure	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.10	
Circuit breaker re-set procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.14	
Flight-cabin crew emergency evacuation procedures (with cabin crew)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.4	
Flight crew emergency evacuation procedures (without cabin crew)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.5	
Medical emergency procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.12	
Flight crew incapacitation procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.13	
<b>* Recommended Practice</b>			

<b>Passenger Operations Without Cabin Crew</b>			
<b>Focus of Observation/Examination</b>	<b>Observed</b>	<b>ISARPs</b>	<b>Notes/Comments</b>
Flight crew communications with passengers/supernumeraries	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.4	
Flight crew preflight safety equipment briefing to passengers/supernumeraries	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.10	
Flight crew procedures for ensuring passenger/supernumerary access to emergency oxygen (no cabin crew)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.12	
Flight crew acceptance/handling of passengers that require special handling	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.9.3	
Flight crew procedures for opening/closing and arming/disarming of cabin access doors	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.11	
Flight crew procedures for ensuring passengers/supernumeraries seated/restrained (no cabin crew)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.13	

## MO-2-FLT: Flight Simulator Training Operations

△ Applicability: The following group of checklists are intended to be used for the observation of instructor/flight crew training activities, procedures, simulator systems/equipment, facilities; such observation includes interviews of instructor(s), flight crew and other relevant personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklists contain a listing of ISARPs that are relevant to flight simulator operations. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of flight simulator operations (it typically will not be possible to accomplish all listed observations).*

### Flight Training Program Elements (in accordance with operator's training requirements)

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Specified training resources meet required standards	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.19	
Simulator training consistent with Training Manual	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.10	
Training information provided to flight crew members in preparation for an evaluation	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.28	
Objectivity/no undue external interference in performance of training/evaluation	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.2	
Training/evaluation reflects current policies/procedures/aircraft modifications	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.3	
Instructors/evaluators/line check airmen are standardized, meet required qualification/performance standards	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.20	
Instructor/evaluator demonstrates competence to administer flight training	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.35	
Simulator configuration consistent with aircraft type	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.45	
Documented minimum simulator serviceability levels for type of training/evaluation to be conducted	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.46	
Training in application of CRM/TEM principles/skills to flight management	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.30 FLT 3.11.16	
Use of authorized documents in training/evaluation	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.14	
Training/evaluation in performance of normal/non-normal procedures/maneuvers	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.27	
Training in aircraft upset prevention and recovery	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.17	
Simulators at level to support ZFTT	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.1.47	
Simulators are representative of aircraft flown and are approved for the purpose of satisfying recency-of experience requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.7	
Training/evaluation in flight crew operation of aircraft systems/limitations.	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.11	
Training/evaluation in operations in adverse weather/environmental conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.16A	
Training using LOS profile	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.31	
Training in normal/non-normal procedures/maneuvers	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.26	
Training/evaluation in wind shear avoidance/recovery from predictive/actual wind shear	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.32	

Training in terrain awareness procedures/maneuvers	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.33	
Training in low visibility operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.34	
Training/evaluation in response to TCAS/ACAS alerts	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.35	

Preflight Preparation (as applicable to training observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Preflight preparation duties/responsibilities	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.5.1	
Use/applicability of OFP	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.6	
Determination of relevant airport RVR requirements/associated limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.4	
Determination of relevant approach/landing RVR requirements*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.5	
Determination of minimum dispatch/departure fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.7.1	
Use/application of ATL/CDL/MEL; entry of information in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.8.1	
<b>* Recommended Practice</b>			

Flight Crew Operations (as applicable to training observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
PIC demonstrates responsibility for safety of flight; ensures compliance with checklists	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.3.6	
Instructor/flight crew use of designated common language(s)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.19 FLT 3.1.1	
Flight crew use/interpretation of OM and related checklists.	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 1.7.1 FLT 1.7.4	
Flight crew compliance with seat belt/safety harness requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.2	
Application of flight crew task sharing/prioritization	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.18	
Flight crew crosscheck/confirmation when performing critical actions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.20	
Flight crew use of standardized verbal callouts	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.21	
Management of flight automation; use of level appropriate for conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.22	
Procedures for transfer of aircraft control	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.3	
Application of altitude awareness procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.28	
Adherence to minimum altitudes	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.4	
ATC communications; use of standard phraseology	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.10.4	
English language proficiency in communication with ATC	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.20	
Use of oxygen masks/supplemental oxygen	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.49	

Flight Crew Operations (as applicable to training observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Conduct of departure/approach briefings that include: <ul style="list-style-type: none"> <li>Aircraft technical status (unless previously reviewed/briefed);</li> <li>Normal/non-normal considerations;</li> <li>Flight deck jump seat occupant briefing.</li> </ul>	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.23	
Determination of airport operating minima	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.3	
Determination of airport RVR requirements/associated limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.6.4	
Conduct of low visibility operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.9	
Use/setting of barometric altimeter	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.29	
Use/setting of QNH for takeoff/approach/landing*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.30	
Application/avoidance of barometric altimeter conversion/corrections	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.31 FLT 3.11.32	
Wind shear awareness/avoidance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.39	
Compliance with aircraft operating limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.46	
Compliance with wind component limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.47	
Computation of relevant aircraft performance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.51	
Runway incursion prevention/risk reduction	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.12.7	
<b>* Recommended Practice</b>			

Taxi/Takeoff/Climb/Cruise Operations (as applicable to training observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Compliance with turn-after-takeoff altitude limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.48	
Conduct of MNPS/NAT HLA/AMU operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.11	
Conduct of ETOPS/EDTO/operations beyond 60 minutes from alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.10	
In-flight fuel management procedures (LOS scenario)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.15 FLT 3.14.16 FLT 3.14.17	
<b>* Recommended Practice</b>			

Descent/Approach/Landing Operations (as applicable to training observed)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Compliance with descent rate restrictions at low altitudes	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.50A	
Determination of conditions for approach/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.58	
Adherence to approach/landing operating minima	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.62 FLT 3.11.63	

<b>Descent/Approach/Landing Operations (as applicable to training observed)</b>			
<b>Focus of Observation/Examination</b>	<b>Observed</b>	<b>ISARPs</b>	<b>Notes/Comments</b>
Assessment of landing factors/computation of landing distance*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.68	
Application of stabilized approach criteria	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.59	
Flight crew awareness of/preparation for factors that could lead to a go-around or discontinued approach)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.60	
Landing in touchdown zone	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.61	
Visual approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.64	
Non-ILS approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.65	
Non-ILS approach operations; final segment profile	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.66	
ILS approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.67	
Circling approach operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.11.69	
<b>* Recommended Practice</b>			

<b>Training in Non-Normal/Abnormal and Emergency Operations (as applicable to training observed)</b>			
<b>Focus of Observation/Examination</b>	<b>Observed</b>	<b>ISARPs</b>	<b>Notes/Comments</b>
Standardized flight-cabin crew communication during normal/non-normal/abnormal/emergency situations*	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.13.5	
Communication procedures for abnormal/emergency situations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.11	
Flight crew execution of normal/non-normal/emergency procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.3	
Rejected takeoff procedures/considerations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.6	
Engine fire/failure after V1 procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.7	
TCAS/ACAS RA procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.8	
GPWS/terrain alert/warning procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.9	
Emergency descent procedure	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.10	
Flight-cabin crew emergency evacuation procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.14.4	
Flight crew incapacitation procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 2.2.40 FLT 3.14.13	
<b>* Recommended Practice</b>			

## MO-3-FLT: Flight Crew Scheduling Operations

△ Applicability: This checklist is intended to be used for the observation/direct examination of flight scheduling/pairing processes/records; such observation includes interviews of flight crew schedulers and other relevant personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to flight crew scheduling. It is recommended that the checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation/examination of flight crew scheduling operations.*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Scheduling complies with defined flight crew composition/number of flight crew members based on mission factors	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.1	
Scheduling uses guidance/criteria that prevents pairing of inexperience flight crew members	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.2	
Scheduling tracks/accounts for valid flight crew member medical assessment	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.4	
Scheduling accounts for/complies with age/other restrictions that prohibit assignment of flight crew member as pilot in international flight operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.5	
Scheduling requires flight crew member qualification in accordance with Table 2.3 and requirements of State	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.4.1	
Scheduling tracks/accounts for flight crew member recency-of-experience qualification requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.7	
Scheduling and crew pairing account for PIC qualification for operations into airports of intended landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.9	
Scheduling tracks/accounts for PIC qualification for routes/airports that require special knowledge/skills	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.3.10	
Scheduling accounts for human factors that could impair crew member performance	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.4.2	
Scheduling includes management of fatigue-related safety risk	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.4.3A	
Scheduling includes management of fatigue-related safety risk in accordance with an approved FRMS (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.4.3B	
Scheduling uses defined criteria for determining required flight crew rest periods/calculating duty time limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	FLT 3.4.4	

### MO-4-DSP: Operational Control/Flight Dispatch Operations

△ Applicability: The following group of checklists are intended to be used for the observation/direct examination of operational control activities, processes, procedures, facilities; such observation includes interviews of operational control/flight dispatch and other relevant personnel.  
Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to operational control/flight dispatch. It is recommended that this checklist be used by auditors as a memory aid tool for assessing implementation of the ISARPs during the observation/examination of operational control/flight dispatch operations (it may not be possible to accomplish all listed observations).*

#### Operational Control Administration (as applicable to operator's operational control system)

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Applicability/exercise of operational control authority	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.3.4	
Responsibilities for individual functions/duties/tasks	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.3.5	
Assignment of functional responsibilities/duties to FOO personnel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.3.6	
Preparedness to implement emergency actions	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.3.7	
Operational control personnel have access to information relevant to safe conduct of flights, accident/incident notification procedures	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.4.2	
Adequate facilities/workspace/equipment for operational control activities	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.5.1	
Valid license for personnel that perform FOO function (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.5.4	
Compliance with AOC conditions/limitations by FOO/FOA personnel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 1.7.4	

#### Flight Coordination/Monitoring (as applicable to operator's operational control system)

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
PIC provided with documents/information/data necessary for safe conduct of flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.1.2	
Common flight planning documents used by PIC and FOO/FOA (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.2	
Production/issuance of OFP and ATS flight plan for each flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.3	
FOO/FOA assistance to PIC in flight preparation (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.4	
Acceptance of OFP by PIC and (if applicable) FOO	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.5	
En route OFP amendment coordination (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.6	
Coordination of changes to ATS flight plan by FOO/FOA (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.7	

Flight Coordination/Monitoring (as applicable to operator's operational control system)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Flight crew preflight assessment of relevant conditions/ground facilities prior to flight departure	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.8A	
Airspace/airports of intended use are assessed for safe operations prior to and during the conduct of a flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.8B	
Guidance/procedures for control of flights to be conducted under partial VFR; availability of meteorological reports, determination of expected times/conditions that will permit compliance with VFR	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.9A	
Procedures for monitoring/assessing meteorological conditions for operational airports	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.9B	
Procedures for monitoring/assessing approach/landing suitability for planned alternate airports, determination of ETU	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.2.9C	
Guidance/procedures/restrictions that ensure flights do not exceed aircraft performance weight limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.3.1	
Procedures for flights planned to operate in known/suspected ground icing conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.4.3	
Flight crew responsibilities, if any, related to Aircraft tracking	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.5.1 DSP 3.5.2*	
FOO/FOA communication with flight crew/maintenance operations (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.1	
Flight monitoring process; communication with flight crew (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.2 DSP 3.6.3*	
Backup flight monitoring process (if applicable)*	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.4	
Monitoring of destination/alternate airport conditions/information during flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.5A	
Monitoring of en route alternate airports conditions/information during flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.5B	
Procedures for reporting of inadequate facilities observed during flights to applicable authorities/operational areas of organization	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.5C	
Procedures for flight completion notifications	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.6.6	
Preparedness to communicate emergency/survival equipment information to SAR centers	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.7.1	
Preparedness to provide accident notification to the appropriate authority	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.7.2	
Access to same dangerous goods information as provided to PIC; preparedness to provide dangerous goods information in event of accident	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 3.7.3	
Guidance/procedures for monitoring/assessing en route alternate airports during ETOPS/EDTO	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.5.4	
<b>* Recommended Practice</b>			

<b>Flight Planning (as applicable to operator's operational control system)</b>			
<b>Focus of Observation/Examination</b>	<b>Observed</b>	<b>ISARPs</b>	<b>Notes/Comments</b>
Process for selection/designation of takeoff alternate airports	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.1.1 DSP 4.1.2	
Process for selection/designation of destination alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.1.4	
System/process for selection/designation of second destination alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.1.5	
Process for designation of PSR for isolated airport flights; ensuring safe destination conditions for flight continuation past PSR	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.1.7	
Planned minimum flight altitudes are not less than those within the limits established by the applicable authorities	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.2.1	
Process that ensures OFP route for twin-engine aircraft permits, for critical engine failure at any point, flight to an airport above minimum altitudes	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.2.2	
Process that ensures OFP for three/four-engine aircraft permits, for one/two engine failure at any point, flight to proceed to an airport with safe landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.2.3	
Process or procedures to ensure sufficient usable fuel for safe flight completion taking into account unplanned deviations	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.1	
Process or procedures to ensure planned flight usable fuel is based on all relevant data/operating conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.2	
Process or procedures for calculating planned taxi fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.5	
Process or procedures for calculating planned trip fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.6	
Process or procedures for calculating planned contingency fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.7	
Process or procedures for calculating destination alternate fuel for flights that require a single destination alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.8	
Process or procedures for calculating destination alternate fuel for flights that require a second destination alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.9	
Process or procedures for calculating planned supplemental fuel for flights that require no destination alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.10	
Process or procedures for calculating planned isolated airport fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.11	
Process or procedures for calculating planned final reserve fuel	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.12	

Flight Planning (as applicable to operator's operational control system)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Process or procedures for calculating planned additional fuel when required	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.13	
Process/procedures for uplift of discretionary fuel when requested by PIC or PIC/FOO	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.14	
Guidance to increase PIC/FOO fuel awareness; means for PIC/FOO to easily approximate final reserve fuel*	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.3.16	
Guidance/procedures to ensure sufficient stored breathing oxygen for planned flight in pressurized/unpressurized aircraft	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.4.1	
Process or procedures to ensure flights operated beyond 60 minutes from an alternate airport are conducted in accordance with applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.5.1	
Guidance/procedures that ensure flight crew has up-to-date information relative to planned en route alternate airports for flight operations beyond 60 minutes from an en route alternate airport	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.5.2	
Guidance/procedures for selecting en route alternate airports and specifying on OFP and ATS flight plan for two-engine aircraft ETOPS/EDTO	Yes <input type="checkbox"/> No <input type="checkbox"/>	DSP 4.5.3	
<b>* Recommended Practice</b>			

### MO-5-MNT: Line Maintenance Operations/

△ Applicability: This checklist is intended to be used for the observation/direct examination of line maintenance operations and review of use of MEL and assessment of the repair status and the physical status of the aircraft/engine(s)/propeller(s) and their repaired components as applicable. Such observation includes direct examination of the aircraft condition, observation of the facilities, equipment, tools, parts & materials and review of maintenance data & records.

Conditions: The activity observed must be performed on the operator's aircraft and include authorized maintenance personnel and standards parts that must meet applicable airworthiness standards. The activity observed should include a scheduled line maintenance task in accordance with Maintenance Program or non-routine/deferred maintenance activity..

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to line maintenance operations. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of a line maintenance operation (it may not be possible to accomplish all listed observations).*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Adequate facilities/workspace/equipment for maintenance activity performed	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.4.1	
Open/Closed MEL/CDL and other deferred maintenance items are being deferred in accordance with MEL/CDL requirements or appropriate maintenance data	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.4.2, MNT 2.4.3	Rectification interval is not expired, relevant maintenance procedures are applied when required.
ADs for which compliance can be physically checked (if applicable).	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.5.1	Sample an AD and check its compliance physically if it could be easily checked.
MEL is customized for the type/model of sampled aircraft. (if applicable).	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.5.3	Visual observation of MEL items and checking if customization is correct in MEL.
Compare the repair status and the physical status of the aircraft/engine(s)/propeller(s) and their repaired components as applicable.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.6.1	Sample repairs on the sampled aircraft and then compare with relevant records afterwards.
Verify currency of aircraft navigation database.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.10.1	
Personnel signing maintenance release are appropriately licensed and authorized.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.4.1, MNT 4.4.2	
Personnel signing maintenance release receive initial and recurrent training that are appropriate to individually assigned tasks and responsibilities.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.5.1	
Availability/use of necessary technical data/equipment/tools/material for maintenance activity being performed.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.2	

Production of complete maintenance release for specific maintenance activity being performed.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.10.1	
Calibration of tools used in maintenance activity being performed.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.11.1	
Sampled aircraft have applicable systems/ equipment installed.	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.9.1, MNT 1.9.2,	Sample systems/ equipments installed.

## MO-6-MNT: Aircraft Part/Component Installation/Replacement

△ Applicability: This checklist is intended to be used for the observation of an aircraft component installation/replacement activity; such observation includes procedures, parts, resources, records, facilities, as well as interviews of relevant maintenance personnel.

Conditions: The activity observed must be performed on the operator's aircraft and include authorized maintenance personnel, appropriate tooling and a part/component that must meet applicable airworthiness standards.

Valid for the ISM Edition 16 Rev 2.

### Note:

*This checklist contains a listing of ISARPs that are relevant to aircraft part or component installation or replacement. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of an aircraft part/component installation/replacement (it may not be possible to accomplish all listed observations).*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Adequate facilities/workspace/equipment for maintenance activity performed	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.4.1	
New part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.1	
Used part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.2	
Used life-limited part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.3	
Installation/replacement accomplished using approved data/in accordance with regulations	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.6.1	
Personnel signing maintenance release are appropriately licensed/authorized	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.4.1	
Personnel are approved to perform/certify maintenance	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.4.2	
Availability/use of necessary technical data/equipment/tools/material for maintenance activity performed	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.2	
Production of complete maintenance release for specific maintenance activity performed	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.10.1	
Proper calibration of tools used in maintenance activity performed	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.11.1	

## MO-7-MNT: AD/SB Management

△ Applicability: This checklist is intended to be used for the observation/direct examination of AD/SB engineering/planning processes, documentation, records; such observation includes interviews of relevant maintenance personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to the management of ADs and SBs. It is recommended that the checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation/examination of the AD/SB management process.*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
AD/SB process includes identification, planning, accomplishment, certification, recording, follow-up monitoring	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.5.1	
Planning system includes tracking/forecasting of AD/SB action/limits	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.2.1	
AD/SB process ensures modifications/repairs accomplished using approved data/in accordance with regulations	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.6.1	
AD/SB process accomplished/recorded in accordance with MMM	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 3.4.1	
Content/retention of AD/SB records are in accordance with requirements of the Authority	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.8.1	
Records system includes current status of AD/SB compliance, individual aircraft compliance	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 3.1.1	

**MO-8-MNT: Management/Handling of Aircraft Parts/Components**

△ Applicability: This checklist is intended to be used for the observation/direct examination of parts/component management/handling facilities, processes, documentation, records; such observation includes interviews of relevant maintenance personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to the management and handling of aircraft parts and components. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation/examination of the parts/components management/handling process.*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Adequate facilities/workspace/equipment for handling of aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.4.1	
Content/retention of parts/components records are in accordance with requirements of the Authority	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.8.1	
Processes for management of acquisition/certification/traceability/inventory for aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 1.11.9	
Control process for ensuring new parts meet applicable standards of airworthiness	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.1	
Control process for ensuring used parts meet applicable standards of airworthiness	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.2	
Control process for ensuring used life-limited parts meet applicable standards of airworthiness	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 2.3.3	
Availability/use of necessary technical data/equipment/tools/material for management/handling of aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.2	
Adequate storage facilities for aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.3	
Shelf-life program for applicable stored aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.4	
Program for ensuring receiving inspection of incoming aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.6.5	
Secure quarantine area(s) adequate for rejected aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.7.1	
Process for segregating serviceable/non-serviceable/non-aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.7.2	
ESD program in accordance with manufacturer's instructions and Table 4.8	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.7.3	
Methods to ensure proper identification/storage of sensitive aircraft parts/components	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.7.4	
Process for ensuring aircraft parts/components are shipped in suitable containers	Yes <input type="checkbox"/> No <input type="checkbox"/>	MNT 4.7.5	

## MO-9-CAB: Line Cabin Operations

△ Applicability: The following group of checklists are intended to be used for the observation of cabin crew line activities, procedures; such observation includes interviews of cabin crew and other relevant personnel. Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to cabin operations. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of line cabin operations (it typically will not be possible to accomplish all listed observations).*

Preflight and Preparation			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Cabin crew complement in accordance with minimum cabin crew requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.1.1	
Designation of a cabin crew leader	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.1.2	
Cabin crew has received essential operational information/guidance prior to flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.3.2	
Procedures for preflight inspection of cabin emergency systems/equipment	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 4.1.1	
Process for cabin crew to report malfunctioning aircraft equipment prior to/after flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 4.1.2	

Onboard Manuals and Documentation			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
OM published in designated common language	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.6.6	
Cabin crew has direct access to parts of OM with duties/responsibilities relevant to safety/security of cabin operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.6.3	
Cabin crew member OM amendments/revisions are up to date	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.6.4	
Onboard accessibility of complete version of OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.6.5	
One or more copies of up-to-date practical manual on board; cabin crew has immediate access to practical manual (if applicable)	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 1.6.7	
Cabin crew communication with flight crew in designated common language	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.1.3	
Cabin crew procedure to verify baggage and cargo packages/passenger items are stowed or properly secured	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.3	
Cabin crew procedures for arming/disarming applicable cabin door slides/slide rafts	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.4	
Cabin crew seated/safety harness fastened for takeoff/landing, when directed by PIC	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.5	
Cabin crew seated/safety harness fastened for taxi operations, except to perform safety duties*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.6	
Cabin crew procedures for cabin preparation prior to takeoff/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.7	

Onboard Manuals and Documentation			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Cabin crew procedures for providing safety instructions to passengers	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.8	
Movable service carts/trolleys have operative braking devices; procedures for withdrawal or replacement of unserviceable carts/trolleys	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.9	
Procedures for stowage/securing of movable service carts/trolleys	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.10	

Emergency Procedures			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Procedures that specify cabin crew functions/actions for an emergency, emergency evacuation situation	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.1	
Cabin crew procedures for coordinated/expeditious cabin evacuation during aircraft fueling operations with passengers on board	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.2.2	

Cabin-Flight Deck Coordination (applicable in more than one phase of flight)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Policy/procedures that define sterile flight deck, address cabin-flight crew communication	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.1	
Policies/procedures for cabin-flight crew that address locking/use of flight deck entry door, cabin crew entry to flight deck	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.2	
Procedures for cabin-flight crew communication/coordination to address cabin operational situations	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.3	
Cabin crew procedures for safety notifications to flight crew	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.4	
Procedures for standardized cabin-flight crew communication	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.5	
Cabin crew is notified prior to takeoff/descent/landing	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.3.7	

Passenger Handling Procedures			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Procedures for addressing passengers that require special handling	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.1	
Procedures that address handling of unruly passengers, crew member interference	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.2	
Procedures for ensuring passengers seated/seat belt fastened for defined phases of flight/conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.4	

Passenger Handling Procedures			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Procedures for ensuring secure infant restraint for defined phases of flight/conditions	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.5	
Procedures that address passengers seated adjacent to emergency exits	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.6	
Guidance/procedures that address control of PED usage	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.8	
Procedures for passenger safety announcements as applicable to the situation	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.10	
Guidance/procedures to communicate smoking restrictions to passengers, address compliance with fasten seatbelt/no smoking signs	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.11	
Procedures for passenger are familiar with cabin emergency equipment/systems	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.12	
Procedures for administration of oxygen from portable bottles/cabin system as applicable to aircraft type	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 3.4.13	

Cabin Systems and Equipment (may be observed by inspection of static aircraft)			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Safety Information card accessible to each passenger; contains appropriate information/instructions/restrictions	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 4.2.1	
Equipped with medical kit; secure location*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 4.2.2	
Equipped with universal precaution kit*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CAB 4.2.3	

### MO-10-GRH: Load Control Operations

△ Applicability: This checklist is intended to be used for the observation of load control activities, processes, procedures, records; such observation includes interviews of load control and other relevant ground operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to the load control process. It is recommended that the checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of load control operations.*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Load control system includes functions necessary to address aircraft load, weight/balance calculation, production of final load sheet	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.1	
Load control system includes process to ensure weight/balance data are current/accurate, taking into account applicable limitations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.2	
Load control system includes procedures to identify/address passenger loads outside conventional aircraft load allowances*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.3	
Load control system includes process/method for providing applicable dangerous goods information to PIC	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.4	
Load control system includes procedures that ensure Identification/communication of load items that exceed normal weight allowances*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.6	
Load control system includes process for providing applicable dangerous goods information to operational control personnel	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.3.8	
<b>* Recommended Practice</b>			

## MO-11-GRH: Passenger/Baggage Handling Operations

△ Applicability: This checklist is intended to be used for the observation of passenger/baggage handling activities, procedures, equipment, facilities; such observation includes interviews of passenger/baggage handling and other relevant ground operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to passenger and baggage handling. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of passenger/baggage handling operations (it may not be possible to accomplish all listed observations).*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Availability of OM in usable format in selected areas of operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.2	
Accessibility of DGR or equivalent DG documents, including a listing of operator-approved DG permitted for carriage by passenger/crew member, in areas of operations where passenger handling operations are conducted	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.6	
Personel advising passengers of DG limits in ground handling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.7	
Supervisors are assigned to all passenger/baggage handling operational activities	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.1	
Passengers receive dangerous goods information as specified; information provided at passenger handling locations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.1	
Online passenger ticketing and boarding pass issue system, self-check-in kiosks: passengers receive specified dangerous goods information	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.1	
Process for reporting cases of prohibited dangerous goods found in the possession of passengers	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.2	
Procedures for acceptance/handling of battery-operated mobility aids	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.3	
Policy/procedures for preflight acceptance of passengers that require special handling	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.5	
Policy/procedures for preflight handling of passenger unruly behavior/interference	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.1.6	
Procedures for securing an aircraft prior to and during overnight or layover parking	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.1	
Protection of hold baggage from unauthorized interference until departure of the aircraft transporting the baggage.	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.7	
Secure areas are used for holding mishandled baggage until forwarded, claimed or disposed of	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.9	

Processes for ensuring international transfer hold baggage has been screened and protected from unauthorized interference prior to being loaded onto an aircraft	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.10	
Process for ensuring transfer hold baggage has been screened/protected from unauthorized interference prior to being loaded onto an aircraft for a domestic passenger flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.11	

## MO-12-GRH: Aircraft Loading Operations

Applicability: This checklist is intended to be used for the observation of aircraft loading activities, procedures, equipment; such observation includes interviews of aircraft loading and other relevant ground operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to aircraft loading. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of aircraft loading operations.*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Supervisors are assigned to all aircraft loading operational activities	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.1	
Aircraft loaded in accordance with loading instructions/weight/balance requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.1	
Qualified individual is responsible for loading/securing dangerous goods on board the aircraft	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.2	
Availability of OM in usable format in selected areas of operations.	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.2	
Accessibility of DGR or equivalent DG documents in areas of operations where dangerous goods are handled.	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.3	
Accessibility of DG information on key cargo (dry ice and radioactive material) in selected areas of operations where personnel carry out dangerous goods handling.	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.4	
Handling of dangerous goods to prevent damage and maintain separation	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.3	
Procedures for addressing dangerous goods packages/shipments that appear to be leaking or damaged	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.4	
Cargo is provided protection from unauthorized interference	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.4	
Outsized and/or heavy cargo shipments loaded, secured, unloaded in accordance with OM standards*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.15	
Live animal cargo shipments loaded, transported, unloaded in accordance with OM standards*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.16	
Perishable cargo shipments loaded, transported, unloaded in accordance with OM standards	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.4.17	

### MO-13-GRH: Aircraft Ground Handling Operations

△ Applicability: The following group of checklists are intended to be used for the observation of aircraft ground handling activities, procedures, equipment; such observation includes interviews of aircraft ground handling and other relevant ground operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to aircraft ground handling. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of aircraft ground handling operations (it may not be possible to accomplish all listed observation activities).*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Availability of OM in usable format in selected areas of operations.	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 1.6.2	
Supervisors are assigned to all aircraft ground handling operational activities	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.1	
Implementation of safety procedures for aircraft ground handling operational activities	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.2	
Door opening/closing procedures that require GSE positioned outside open cabin access door	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.6A	
Use of cargo hold door access/opening/closing procedures, to include operation of safety rails	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.6B	
Procedures for securing an aircraft prior to and during overnight or layover parking	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.7.1	

### Aircraft Ground Movement Operations

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Procedures completed prior to aircraft arrival at the assigned parking gate or stand	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.2	
Procedures completed once the aircraft has stopped at the parking gate or stand	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.3	
Procedures completed prior to aircraft departure from the parking gate or stand	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.7	
Procedure for an aircraft walkaround inspection completed immediately prior to the aircraft departing the parking gate or stand	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.8	
Procedures for aircraft pushback or towing operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.9	
Procedure for airside operations during adverse weather is implemented as published in the OM*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.2.10	

GSE Operations			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Practices and procedures for the operation of GSE in aircraft handling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.5.1	
Procedures for the safe operation of passenger boarding bridges*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.5.2	
GSE is serviceable/in good mechanical condition; completed maintenance recorded	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 3.5.3	
<b>* Recommended Practice</b>			

Aircraft Fueling Operations			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Establishment of ground-aircraft communication link during aircraft fueling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.2	
Implementation of procedures for addressing fuel spill during aircraft fueling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.3	
Implementation of procedures for establishing fueling safety zone during aircraft fueling operations*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.4	
Implementation of area safety procedures during aircraft fueling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.5	
Implementation of equipment/environmental safety procedures during aircraft fueling operations*	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.6	
Implementation of procedures for addressing fire during aircraft fueling operations	Yes <input type="checkbox"/> No <input type="checkbox"/>	GRH 4.1.7	
<b>* Recommended Practice</b>			

### MO-14-CGO: Cargo Acceptance Operations

△ Applicability: The following group of checklists are intended to be used for the observation of cargo acceptance activities, procedures, documentation, records; such observation includes interviews of cargo acceptance and other relevant cargo operations personnel.  
Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to the cargo acceptance process. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of cargo acceptance operations (it may not be possible to accomplish all listed observations).*

#### General Cargo Acceptance

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Process for ensuring cargo shipments comply with applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.1.1	
Process for ensuring accuracy of scales used to weigh cargo shipments	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.1.3	
Acceptance processes for verifying the security status of known cargo, ensuring application of screening/security controls for unknown cargo	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.7.4	

#### Acceptance of Dangerous Goods Cargo

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Availability/accessibility of DGR or Technical Instructions where dangerous goods cargo is accepted or handled	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 1.6.2	
Dangerous goods acceptance checklist reflects all applicable requirements and identifies the person(s) that performed the checklist	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.1	
Use of dangerous goods acceptance checklist to verify package marking/labeling, documentation compliance	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.2	
Procedures for retention of applicable information associated with dangerous goods shipments	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.3	
Procedures for inspection of dangerous goods shipments prior to acceptance	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.4	
Procedures for ensuring ULDs containing dangerous goods are tagged in accordance with applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.5	
Process for retention of documentation for dangerous goods shipments not accepted due to error/omission by shipper	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.6	
Process for replacement of lost/illegible/detached dangerous goods labels	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.8	
Transport documents/markings for dangerous goods shipments in English and language required by State of Origin	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.9	

Acceptance of Dangerous Goods Cargo			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Display of dangerous goods notices	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.11	

Acceptance of Other Special Cargo			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Live animal/perishable cargo acceptance/handling in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.1	
Live animal cargo acceptance/handling in accordance with LAR; acceptance checklist is utilized*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.2	
Perishable cargo acceptance/handling in accordance with PCR/other applicable requirements*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.3	
Acceptance procedures that ensure live animal cargo shipments have shipper's certification/other required documents*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.4	
Procedures that ensure other special cargo (out-sized cargo and/or heavy cargo) acceptance/handling in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.4.1	
Acceptance/handling of time and temperature-sensitive healthcare products (e.g. pharmaceuticals) in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.4.2	
<b>* Recommended Practice</b>			

### MO-15-CGO: Cargo Handling Operations

△ Applicability: The following group of checklists are intended to be used for the observation of cargo handling activities, procedures, equipment, facilities; such observation includes interviews of cargo handling and other relevant cargo operations personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to cargo handling. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of cargo handling operations (it may not be possible to accomplish all listed observations).*

#### General Cargo Handling

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Implementation of access control measures at cargo facilities in accordance with applicable security requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.7.1	
Procedures that ensure persons/vehicles with access to cargo facility are subjected to security controls	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.7.2	
Availability/accessibility of ULDR or OM with equivalent content where cargo operations are conducted and ULDs are utilized	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 1.6.4	
Procedures that ensure ULD-related operations conducted in accordance with W/B manual/ ULDR/other applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.5.1	
Procedures for ensuring ULD cargo loading/securing in accordance with applicable safety requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.5.2	
Process for ensuring accuracy of scales used to weigh cargo shipments	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.1.3	
Processes that ensure post-acceptance protection of known cargo from unauthorized interference	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.7.6	
Process to verify appropriate screening/security controls have been applied to transfer cargo	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.7.7	

Handling of Dangerous Goods Cargo			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Availability/accessibility of DGR or Technical Instructions where dangerous goods cargo is accepted or handled	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 1.6.2	
Procedures for ensuring ULDs containing dangerous goods are tagged in accordance with applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.5	
Process for replacement of lost/illegible/detached dangerous goods labels	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.8	
Transport documents/markings for dangerous goods shipments in English and language required by State of Origin	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.9	
Procedures that ensure dangerous goods separation from other cargo in accordance with published restrictions	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.10	
Procedures that address damaged/leaking ULDs that contain dangerous goods	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.12	
Procedures that ensure shipments with "Cargo Aircraft Only" labels are transported on cargo aircraft in accordance with applicable requirements	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.13	
Procedures that ensure dangerous goods cargo information is communicated to appropriate person(s) in load control system	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.2.14	

Handling of Other Special Cargo			
Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
Live animal/perishable cargo acceptance/handling in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.1	
Live animal cargo acceptance/handling in accordance with LAR; acceptance checklist is utilized*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.2	
Perishable cargo acceptance/handling in accordance with PCR/other applicable requirements*	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.3.3	
Procedures that ensure human remains/valuable/fragile/outsized/heavy cargo acceptance/handling in accordance with OM	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.4.1	
Existence of facilities for storage of dangerous goods and other special cargo shipments	Yes <input type="checkbox"/> No <input type="checkbox"/>	CGO 3.1.4	

\* Recommended Practice

### MO-16-SEC: Passenger/Baggage Security

△ Applicability: This checklist is intended to be used for the observation of passenger/baggage handling activities, procedures, equipment, facilities; such observation includes interviews of security and relevant passenger/baggage handling personnel.

Valid for the ISM Edition 16 Rev 2.

**Note:**

*This checklist contains a listing of ISARPs that are relevant to passenger and baggage security. It is recommended that this checklist be used by auditors as a memory aid for assessing implementation of the ISARPs during the observation of passenger/baggage handling operations (it may not be possible to accomplish all listed observations).*

Focus of Observation/Examination	Observed	ISARPs	Notes/Comments
<input type="checkbox"/> Identification system to ensure (i) Designated checkpoints where identification is verified before access is permitted; (ii) A requirement for authorized personnel to prominently display an identification badge (Note 1)	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.1.1	
<input type="checkbox"/> Access control measures and security screening measures are in place to prevent the introduction of unauthorized weapons, explosives or other dangerous devices or items on board an aircraft by persons other than passengers. (Note 2)	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.1.3	
Originating passengers/cabin baggage are subjected to screening prior to aircraft boarding	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.4.1	
Screening measures being for transfer and transit passenger and their cabin baggage, as applicable	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.4.3	
Passenger and cabin baggage security measures based on the various levels of increased security threats	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.4.4	
Process for protecting passengers/cabin baggage from unauthorized interference after screening until boarding aircraft	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.4.5	
Implementation of behavior detection practices/procedures*	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.4.6	
Originating hold baggage is subjected to screening prior to being loaded onto an aircraft for an international flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.6.1	
Originating hold baggage is subjected to screening prior to being loaded onto an aircraft for a domestic flight (if applicable)*	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.6.2	
Process for protecting hold baggage from unauthorized interference after screening or acceptance by the operator until loaded onto an aircraft	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.6.3	
Process for ensuring passenger-baggage reconciliation for international flights	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.6.6	

<input type="checkbox"/>	Process to ensure cargo shipments for transport on all flights have been subjected to the appropriate security controls, including screening where required, prior to being loaded onto an aircraft.	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.7.1	
	Application of security controls to inflight catering and other supplies intended for flight	Yes <input type="checkbox"/> No <input type="checkbox"/>	SEC 3.8.1	
<b>* Recommended Practice</b>				
<input type="checkbox"/>	Note 1: Applicable for operators that have exclusive control over airport airside areas and/or security restricted areas.			
<input type="checkbox"/>	Note 2: As mandated by the State.			

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