IOSA Audit Handbook
Edition 15

Tables and Mandatory Observations
APPLICABLE for ISM Ed 15

IATA

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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 - Interlinks and Repeated ISARPS is published to correspond to a particular edition of the IOSA Standards Manual (ISM). The IAH - Interlinks & Repeated ISARPS and Mandatory Observation Checklists, Edition 15 corresponds to the ISM Ed 15.

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

7. Record of Temporary Revisions

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

8.   Revision Highlights

Significant Changes	Comments
Interlinked Tables	Table 1.2 - ISARP identifiers have been revized in accordance with ORG section restructuring. Table 1.3 - ISARP identifiers have been revized in accordance with ORG section restructuring. Table 1.4 - ISARP identifiers have been revized in accordance with ORG section restructuring. Table 1.5 - ORG 3.2.2 Safety data analysis to predict future risks has been added and also ISARP identifiers have been revized in accordance with ORG section restructuring. Section 2 - Performance based conformity/compliace section has been deleted and the section is left unintentionnaly blank. Section 3 - ISARP identifiers have been revized in accordance with ORG section restructuring. Section 4 - Interlinked ISARPs related to perfomance based fuel planning and psyhcoactive subtances have been removed. ISARP identifiers have been revized in accordance with ORG section restructuring. Section 5 - Date of expiry of DSP 4.2.3 with Paralel Conformity Option are extended to 31 August 2023. Section 6 - ISARPs containing the active implementation option are revised in accordance with ISM edition 15.
MO Checklists	ISARP identifiers have been revised in accordance with ORG section restructuring. Limited number of auditor actions are added or revised as per ISM Ed. 15.
Editorial	Few editorial changes

9.   List of Effective Pages

Pages	Effective
All	Feb 2022

10.   Distribution

Electronic distribution only, via public website, **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 <u>any</u> other SMS ISARP in Tables 1.2 or 1.3 is a non-conformity

	ORG 1.1.10							

△ **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**

Define the safety account-ability, 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
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
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
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
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
△ Setting Performance measures	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
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

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

△	ORG 1.1.3	ORG 1.1.4	ORG 1.2.1	ORG 1.2.2		ORG 4.1.1	ORG 2.5.4	ORG 3.1.5
△	ORG 1.4.1		ORG 4.1.2	ORG 3.5.1	ORG 3.5.2		ORG 1.7.1	ORG 1.7.4

⚠️ | **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
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
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	-----
Documentation management system	ORG 2.5.1	FLT 1.6.1	DSP 1.6.1	MNT 1.6.1	CAB 1.5.1	GRH 1.5.1	CGO 1.5.1	SEC 1.6.1
Document control	ORG 2.5.2	FLT 1.6.4	DSP 1.6.4	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
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	-----
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
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
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
Processes 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	-----	-----

△	**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).**						
△	ESP 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
△	Safety data analysis to predict future risks	ORG 3.2.2	-----	-----	-----	-----	-----	-----

☐	**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 33.4	ORG 3.3.5

△ **Section 2   Unintentionally Left Blank**

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				

	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

Aircraft Electronic Navigation Data Capabilities				
1. Primary Requirements				
FLT 1.11.4A	FLT 3.5.2	DSP 1.11.4	MNT 2.10.1	

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

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

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

Aircraft Tracking				
1. Primary Requirements				
DSP 3.5.1	DSP 3.5.2	DSP 3.5.3		
2. Associated Requirements				
DSP 1.3.6	DSP 3.5.4	DSP 1.8.4 Table 3.4 (xix)		

Alternate Airports				
1. Primary Requirement				
FLT 3.5.1	FLT 3.11.5	DSP 4.1.4	DSP 3.2.9C	
2. Fuel Planning for Alternates				
FLT 3.14.15	DSP 4.3.7	DSP 4.3.8	DSP 4.3.13	
3. En Route Alternate Airports				
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		
4. Alternate Airports (Takeoff Alternate)				
DSP 4.1.1	DSP 4.1.2			
5. Alternate Airports (Second Destination Alternate)				
DSP 4.1.5	DSP 4.3.9			
6. Alternate Airports (No Alternate)				
FLT 3.7.9	DSP 4.1.4	DSP 4.1.7	DSP 4.3.10	DSP 4.3.11
7. Alternate Airports (Associated & General Requirements)				
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	

Anti/De Icing				
1. Primary Requirements				
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		
2. Associated Requirements				
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				
3. Anti/De Icing (Reverse Requirement)				
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	

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 revenue or non-revenue 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 1.10.1	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 2.2.3	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 3.7.3	CGO 3.7.4	CGO 3.7.6	CGO 3.7.7	SEC 3.7.1
3. "If the Operator transports dangerous goods as revenue or non-revenue 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				
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	GRH 2.2.2	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				

Crew Resource Management (CRM)				
1. Primary Requirements				
FLT 2.2.14	FLT 2.2.30	FLT 2.2.31 (iii)	CAB 2.2.8	
2. Associated Requirements				
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)			
3. Joint Training - FLT and CAB				
FLT 2.2.9	CAB 2.2.10			
4. Joint Training - FLT and DSP				
FLT 2.2.15	DSP 2.4.1			

Dangerous Goods				
1. Primary Requirements				
FLT 2.2.12	FLT 2.2.24 <AC>	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				
2. Associated Requirements				
△ 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		
3. Reverse Requirements				
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			

Designated Common Language				
1. Primary Requirements				
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			
2. Associated Requirements				
FLT 2.2.19				

Electronic Databases

1. Primary Requirements				
ORG 2.4.2	ORG 2.4.1			

Emergency Equipment

1. Emergency Equipment				
FLT 2.2.8	FLT 3.8.7B	FLT 3.8.9 <AC>	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		

Escape Slides

1. Primary Requirements				
FLT 3.13.11	CAB 2.2.5	CAB 3.2.4		
2. Associated Requirements				
FLT 3.13.3 (iii)	FLT 3.13.4 (v)	CAB 3.3.3 (iii)		

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 2.8.1	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 (xxv)	DSP 1.5.7 (ii) Table 3.5 (xxv)	DSP 2.2.2 Table 3.5 (xxv)	DSP 2.3.1 Table 3.5 (xxv)	

Flight and Cabin Crew Training – AQP/ATQP/EBT				
1. Primary Requirements				
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			
2. Associated Requirements				
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			

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

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

Flight Deck Door (Strengthened and Conventional)				
1. Primary Requirements				
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				
2. Reverse Requirements				
FLT 3.13.19				

Flight Documentation – Onboard Library		
1. Primary Requirements		
FLT 1.6.1	FLT 1.6.6 Table 2.1	FLT 3.9.8

Flight Operations Assistant (FOA)				
1. Primary Requirements				
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			
2. Associated Requirements				
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				

Flight Operations Officer (FOO)				
1. Primary Requirements				
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		
2. Associated Requirements				
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	

Licensed Flight Operations Officer (FOO)				
1. Primary Requirements				
DSP 1.5.4	DSP 1.8.9			

Fuel Planning				
1. Primary Requirements				
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		
2. Associated Requirements				
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

GPWS

1. Primary Requirements				
FLT 1.11.4B	FLT 3.14.9	MNT 1.9.1 Table 4.11 (xii)	FLT 4.2.7	
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)	

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			
2. Associated Requirements				
DSP 1.7.1 Table 3.2 (i) (c)				

International Operations				
1. Primary Requirements				
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
2. ISARPS Associated with the Security of International Flights				
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			

⊿ (triangle marker beside SEC 3.4.1 (i) row)

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

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

Long-Range and Over-water Flights				
1. Long-Range Over-Water Flight (Primary Requirements)				
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)
2. Long-Range Over-Water Flight (Associated Requirements)				
FLT 3.10.5 (i) (a)				

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

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

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

Operations with or without Cabin Crew				
1. Primary Requirements				
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				

Screening/Security Controls for Passenger Flights				
1. Primary Requirements				
SEC 3.4.1	SEC 3.4.2	SEC 3.4.3	SEC 3.4.4	
2. Associated Requirements				
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			

Screening/Security Controls for Passenger Flights				
3. Associated Requirements – if the Operator controls or manages...				
SEC 4.3.1	SEC 2.1.5	SEC 3.9.2		

Screening Requirements for Domestic Passenger Flights				
1. Primary Requirements				
SEC 3.4.1	SEC 3.6.2	GRH 3.7.11		

Screening Requirements for Baggage and Cargo				
1. Primary Requirements				
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				
2. Associated Requirements				
GRH 3.7.4				

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

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

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

Supplemental Oxygen				
1. Primary Requirements				
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	
2. Associated Requirements				
FLT 1.7.1 Table 2.2 (vi) (e)	DSP 1.7.1 Table 3.2 (vi) (g)			
CAB 2.2.5				

△ (beside CAB 4.2.24 Table 5.4 (xii) row)

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

Unit Load Devices (ULDs)				
1. Primary Requirements				
CGO 1.6.4	CGO 3.2.5	CGO 3.2.12	CGO 3.5.1	CGO 3.5.2
2. Associated Requirements				
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)	

☐ **Use of Pilot Flight Crew Members that have Attained 65 Years of Age**

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

VFR				
1. Primary Requirements				
FLT 3.10.2	DSP 3.2.9A			

Volcanic Ash				
1. Primary Requirements				
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
MNT 1.9.1 Table 4.11(xxx)	Autonomous aircraft distress position transmission system	01 Jan 2025
MNT 1.9.2 Table 4.14(vi)	Autonomous aircraft distress position transmission system	31 Aug 2025

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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 15.
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 ☐ No ☐	FLT 3.5.1	
Accessibility/use of ATS flight plan during flight preparation	Yes ☐ No ☐	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 ☐ No ☐	FLT 3.7.6 FLT 3.7.7	
Availability/use of taxi/takeoff/climb/landing performance information/data	Yes ☐ No ☐	FLT 4.1.1	
Determination of relevant aircraft performance factors	Yes ☐ No ☐	FLT 4.1.2	
Determination of en route aircraft engine-out performance	Yes ☐ No ☐	FLT 4.1.3	
Determination of relevant airport operational requirements	Yes ☐ No ☐	FLT 3.6.2	
Determination of relevant airport RVR requirements/associated limitations	Yes ☐ No ☐	FLT 3.6.4	
Determination of relevant approach/landing RVR requirements*	Yes ☐ No ☐	FLT 3.6.5	
Determination of minimum dispatch/departure fuel	Yes ☐ No ☐	FLT 3.7.1	
Determination of safe usable fuel prior to flight	Yes ☐ No ☐	FLT 3.7.2	
Identification of en route alternate airports	Yes ☐ No ☐	FLT 3.7.8	
Calculation/use of PSR (isolated airport operations)	Yes ☐ No ☐	FLT 3.7.9	
Flight crew fuel state awareness*	Yes ☐ No ☐	FLT 3.7.10	
* Recommended Practice			

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

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 ☐ No ☐	FLT 3.8.1 FLT 3.8.2	
PIC option to reject aircraft for airworthiness/ maintenance issues	Yes ☐ No ☐	FLT 3.8.3	
Aircraft exterior inspection; safety-critical areas	Yes ☐ No ☐	FLT 3.8.6 FLT 3.8.7A	
Flight deck emergency equipment/systems inspection	Yes ☐ No ☐	FLT 3.8.7B	
Cabin emergency equipment/systems inspection	Yes ☐ No ☐	FLT 3.8.8	
Preflight inspection of cargo/supernumerary com- partment or, if applicable, passenger cabin (cargo aircraft only)	Yes ☐ No ☐	FLT 3.8.9	
Flight crew preflight navigation database vali- dation	Yes ☐ No ☐	FLT 3.5.2	
Coordination for potential cabin evacuation		FLT 3.9.2	
Flight crew preparation/acceptance of load sheet	Yes ☐ No ☐	FLT 3.7.3	
Flight crew notification of onboard weapons	Yes ☐ No ☐	FLT 3.9.4	
Operations in ground icing conditions; de-/anti-icing procedures	Yes ☐ No ☐	FLT 3.9.6 FLT 3.9.7	
Notification/acceptance of onboard dangerous goods	Yes ☐ No ☐	FLT 3.9.8	

Flight Crew Operations (applicable in more than one phase of flight)			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Flight crew responsibilities/duties as defined	Yes ☐ No ☐	FLT 1.3.8	
Flight crew demonstrates familiarity with: • Duties/responsibilities; • Relevant state regulations; • Authorized operations; • Relevant sections of OM.	Yes ☐ No ☐	FLT 2.2.7	
Flight crew demonstrates knowledge of areas, routes, route segments, airports to be used in operations	Yes ☐ No ☐	FLT 2.3.1	
PIC demonstrates responsibility for safety of flight; ensures compliance with checklists	Yes ☐ No ☐	FLT 1.3.6	
Designation of primary PIC (when flight crew includes more than one qualified PIC)	Yes ☐ No ☐	FLT 1.3.7	
Flight crew use/interpretation of OM and related checklists	Yes ☐ No ☐	FLT 1.7.1 FLT 1.7.4	
Crew member use of designated common language(s)	Yes ☐ No ☐	FLT 2.2.19 FLT 3.1.1 FLT 3.1.2	
Flight crew compliance with seat belt/safety harness requirements	Yes ☐ No ☐	FLT 3.12.2	
Flight deck jump seat occupancy	Yes ☐ No ☐	FLT 3.13.2	
Control/role/use of supernumeraries	Yes ☐ No ☐	FLT 1.3.10	
Application of CRM/TEM principles/skills to flight management	Yes ☐ No ☐	FLT 2.2.14 FLT 2.2.30 FLT 3.11.16	
Terrain awareness procedures/maneuvers	Yes ☐ No ☐	FLT 2.2.33	
IFR flight plan/clearance; IFR operations	Yes ☐ No ☐	FLT 3.10.1	
Application of flight crew task sharing/prioritization	Yes ☐ No ☐	FLT 3.11.18	
Flight crew crosscheck/confirmation when performing critical actions	Yes ☐ No ☐	FLT 3.11.20	
Flight crew use of standardized verbal callouts	Yes ☐ No ☐	FLT 3.11.21	
Management of flight automation; use of level appropriate for conditions	Yes ☐ No ☐	FLT 3.11.22	
Procedures for transfer of aircraft control	Yes ☐ No ☐	FLT 3.12.3	
Adherence to sterile flight deck	Yes ☐ No ☐	FLT 3.11.17	
Procedures for flight crew members leaving duty station	Yes ☐ No ☐	FLT 3.12.4	
Flight deck entry door operation; procedures for personnel entry, monitoring of area outside door	Yes ☐ No ☐	FLT 3.13.16 FLT 3.13.17 FLT 3.13.18	
Prevention of unauthorized flight deck entry (no flight deck entry door)	Yes ☐ No ☐	FLT 3.13.19	
Flight/cabin crew communication/coordination	Yes ☐ No ☐	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 ☐ No ☐	FLT 3.13.6	
Flight/cabin crew notification prior to takeoff/landing	Yes ☐ No ☐	FLT 3.13.8	
Procedures for transport of passengers/ supernumeraries	Yes ☐ No ☐	FLT 3.13.14	
Application of altitude awareness/actions in accordance OM procedures	Yes ☐ No ☐	FLT 3.11.28	
Visual vigilance for conflicting traffic	Yes ☐ No ☐	FLT 3.11.3	
Adherence to minimum altitudes	Yes ☐ No ☐	FLT 3.11.4	
ATC communications; use of standard phraseology	Yes ☐ No ☐	FLT 3.10.4	
English language proficiency in communication with ATC	Yes ☐ No ☐	FLT 2.2.20	
Use of oxygen masks/supplemental oxygen	Yes ☐ No ☐	FLT 3.11.49	
Conduct of departure/approach briefings that include: • Aircraft technical status (unless previously reviewed/briefed); • Normal/non-normal considerations; • When applicable, flight deck jump seat occupant safety.	Yes ☐ No ☐	FLT 3.11.23	
Determination of airport operating minima	Yes ☐ No ☐	FLT 3.6.3	
Determination of airport RVR requirements/ associated limitations	Yes ☐ No ☐	FLT 3.6.4	
Conduct of low visibility operations	Yes ☐ No ☐	FLT 3.11.9	
Use/setting of barometric altimeter	Yes ☐ No ☐	FLT 3.11.29	
Barometric altimeters referenced to QNH for takeoff/approach/landing	Yes ☐ No ☐	FLT 3.11.30	
Barometric altimeter conversion/corrections*	Yes ☐ No ☐	FLT 3.11.31 FLT 3.11.32	
Operations in proximity adverse weather/environmental conditions	Yes ☐ No ☐	FLT 3.11.38	
Wind shear awareness/avoidance/recovery	Yes ☐ No ☐	FLT 3.11.39	
Wake turbulence awareness/avoidance/recovery	Yes ☐ No ☐	FLT 3.11.40	
Compliance with aircraft operating limitations	Yes ☐ No ☐	FLT 3.11.46	
Compliance with wind component limitations	Yes ☐ No ☐	FLT 3.11.47	
Computation of relevant aircraft performance	Yes ☐ No ☐	FLT 3.11.51	
Runway incursion prevention/risk reduction	Yes ☐ No ☐	FLT 3.12.7	
Recording of required flight information	Yes ☐ No ☐	FLT 3.2.1	
* Recommended Practice			

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 ☐ No ☐	FLT 4.1.4	
Compliance with turn-after-takeoff altitude limitations	Yes ☐ No ☐	FLT 3.11.48	
Partial VFR operations; obtaining/cancelling IFR flight plan	Yes ☐ No ☐	FLT 3.10.2	
Monitoring of radio frequencies	Yes ☐ No ☐	FLT 3.10.5	
Monitoring of navigation performance	Yes ☐ No ☐	FLT 3.11.1	
Verification of navigation accuracy	Yes ☐ No ☐	FLT 3.11.2	
Conduct of specialized navigation operations	Yes ☐ No ☐	FLT 3.11.11	
Conduct of RVSM operations	Yes ☐ No ☐	FLT 3.11.8A	
Conduct of PBN operations	Yes ☐ No ☐	FLT 3.11.8B	
Conduct of PBCS operations	Yes ☐ No ☐	FLT 3.11.8C	
Conduct of EDTO	Yes ☐ No ☐	FLT 3.11.10	
In-flight fuel management procedures	Yes ☐ No ☐	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 ☐ No ☐	FLT 3.11.5	
Uncontrolled airspace/airport operations	Yes ☐ No ☐	FLT 3.10.6	
* Recommended Practice			

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 ☐ No ☐	FLT 3.12.5	
Compliance with descent rate restrictions at low altitudes	Yes ☐ No ☐	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 ☐ No ☐	FLT 3.11.50B	
Determination of conditions for approach/landing	Yes ☐ No ☐	FLT 3.11.58	
Adherence to approach/landing operating minima	Yes ☐ No ☐	FLT 3.11.62 FLT 3.11.63	
Assessment of landing factors/computation of landing distance*	Yes ☐ No ☐	FLT 3.11.68A	
Flight crew discontinuing the approach based on the runway surface condition information*	Yes ☐ No ☐	FLT 3.11.68B	
Flight crew reporting of the runway braking action*	Yes ☐ No ☐	FLT 3.15.5	
Application of stabilized approach criteria	Yes ☐ No ☐	FLT 3.11.59	

Descent/Approach/Landing Operations (as applicable to flight observed)			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Missed approach/go-around from unstabilized approach	Yes ☐ No ☐	FLT 3.11.60	
Landing in touchdown zone	Yes ☐ No ☐	FLT 3.11.61	
Visual approach operations	Yes ☐ No ☐	FLT 3.11.64	
Non-ILS approach operations	Yes ☐ No ☐	FLT 3.11.65	
Non-ILS approach operations; final segment profile	Yes ☐ No ☐	FLT 3.11.66	
ILS approach operations	Yes ☐ No ☐	FLT 3.11.67	
Circling approach operations	Yes ☐ No ☐	FLT 3.11.69	
* Recommended Practice			

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 ☐ No ☐	FLT 3.13.5	
Communication procedures for abnormal/emergency situations	Yes ☐ No ☐	FLT 3.14.11	
Flight crew execution of normal/non-normal/emergency procedures	Yes ☐ No ☐	FLT 3.14.3	
Rejected takeoff procedures/considerations	Yes ☐ No ☐	FLT 3.14.6	
Engine fire/failure after V1 procedures	Yes ☐ No ☐	FLT 3.14.7	
TCAS/ACAS RA procedures	Yes ☐ No ☐	FLT 3.14.8	
GPWS/terrain alert/warning procedures	Yes ☐ No ☐	FLT 3.14.9	
Emergency descent procedure	Yes ☐ No ☐	FLT 3.14.10	
Circuit breaker re-set procedures	Yes ☐ No ☐	FLT 3.14.14	
Flight-cabin crew emergency evacuation procedures (with cabin crew)	Yes ☐ No ☐	FLT 3.14.4	
Flight crew emergency evacuation procedures (without cabin crew)	Yes ☐ No ☐	FLT 3.14.5	
Medical emergency procedures	Yes ☐ No ☐	FLT 3.14.12	
Flight crew incapacitation procedures	Yes ☐ No ☐	FLT 3.14.13	
* Recommended Practice			

Passenger Operations Without Cabin Crew			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Flight crew communications with passengers/supernumeraries	Yes ☐ No ☐	FLT 3.13.4	
Flight crew preflight safety equipment briefing to passengers/supernumeraries	Yes ☐ No ☐	FLT 3.8.10	
Flight crew procedures for ensuring passenger/supernumerary access to emergency oxygen (no cabin crew)	Yes ☐ No ☐	FLT 3.13.12	
Flight crew acceptance/handling of passengers that require special handling	Yes ☐ No ☐	FLT 3.9.3	
△ Flight crew procedures for opening/closing and arming/disarming of cabin access doors	Yes ☐ No ☐	FLT 3.13.11	
Flight crew procedures for ensuring passengers/supernumeraries seated/restrained (no cabin crew)	Yes ☐ No ☐	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 15.

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

	Observed		ISARPs	Notes/Comments
Training in terrain awareness procedures/maneuvers	Yes ☐	No ☐	FLT 2.2.33	
Training in low visibility operations	Yes ☐	No ☐	FLT 2.2.34	
Training/evaluation in response to TCAS/ACAS alerts	Yes ☐	No ☐	FLT 2.2.35	

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

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 ☐	No ☐	FLT 1.3.6	
Instructor/flight crew use of designated common language(s)	Yes ☐	No ☐	FLT 2.2.19 FLT 3.1.1	
Flight crew use/interpretation of OM and related checklists.	Yes ☐	No ☐	FLT 1.7.1 FLT 1.7.4	
Flight crew compliance with seat belt/safety harness requirements	Yes ☐	No ☐	FLT 3.12.2	
Application of flight crew task sharing/prioritization	Yes ☐	No ☐	FLT 3.11.18	
Flight crew crosscheck/confirmation when performing critical actions	Yes ☐	No ☐	FLT 3.11.20	
Flight crew use of standardized verbal callouts	Yes ☐	No ☐	FLT 3.11.21	
Management of flight automation; use of level appropriate for conditions	Yes ☐	No ☐	FLT 3.11.22	
Procedures for transfer of aircraft control	Yes ☐	No ☐	FLT 3.12.3	
Application of altitude awareness procedures	Yes ☐	No ☐	FLT 3.11.28	
Adherence to minimum altitudes	Yes ☐	No ☐	FLT 3.11.4	
ATC communications; use of standard phraseology	Yes ☐	No ☐	FLT 3.10.4	
English language proficiency in communication with ATC	Yes ☐	No ☐	FLT 2.2.20	
Use of oxygen masks/supplemental oxygen	Yes ☐	No ☐	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: • Aircraft technical status (unless previously reviewed/briefed); • Normal/non-normal considerations; • Flight deck jump seat occupant briefing.	Yes ☐ No ☐	FLT 3.11.23	
Determination of airport operating minima	Yes ☐ No ☐	FLT 3.6.3	
Determination of airport RVR requirements/ associated limitations	Yes ☐ No ☐	FLT 3.6.4	
Conduct of low visibility operations	Yes ☐ No ☐	FLT 3.11.9	
Use/setting of barometric altimeter	Yes ☐ No ☐	FLT 3.11.29	
Use/setting of QNH for takeoff/approach/landing*	Yes ☐ No ☐	FLT 3.11.30	
Application/avoidance of barometric altimeter conversion/corrections	Yes ☐ No ☐	FLT 3.11.31 FLT 3.11.32	
Wind shear awareness/avoidance	Yes ☐ No ☐	FLT 3.11.39	
Compliance with aircraft operating limitations	Yes ☐ No ☐	FLT 3.11.46	
Compliance with wind component limitations	Yes ☐ No ☐	FLT 3.11.47	
Computation of relevant aircraft performance	Yes ☐ No ☐	FLT 3.11.51	
Runway incursion prevention/risk reduction	Yes ☐ No ☐	FLT 3.12.7	
* Recommended Practice			

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 ☐ No ☐	FLT 3.11.48	
Conduct of MNPS/NAT HLA/AMU operations	Yes ☐ No ☐	FLT 3.11.11	
Conduct of ETOPS/EDTO/operations beyond 60 minutes from alternate airport	Yes ☐ No ☐	FLT 3.11.10	
In-flight fuel management procedures (LOS scenario)	Yes ☐ No ☐	FLT 3.14.15 FLT 3.14.16 FLT 3.14.17	
* Recommended Practice			

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 ☐ No ☐	FLT 3.11.50A	
Determination of conditions for approach/landing	Yes ☐ No ☐	FLT 3.11.58	
Adherence to approach/landing operating minima	Yes ☐ No ☐	FLT 3.11.62 FLT 3.11.63	

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

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

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 15.

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 ☐ No ☐	FLT 3.3.1	
Scheduling uses guidance/criteria that prevents pairing of inexperience flight crew members	Yes ☐ No ☐	FLT 3.3.2	
Scheduling tracks/accounts for valid flight crew member medical assessment	Yes ☐ No ☐	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 ☐ No ☐	FLT 3.3.5	
Scheduling requires flight crew member qualification in accordance with Table 2.3 and requirements of State	Yes ☐ No ☐	FLT 3.4.1	
Scheduling tracks/accounts for flight crew member recency-of-experience qualification requirements	Yes ☐ No ☐	FLT 3.3.7	
Scheduling and crew pairing account for PIC qualification for operations into airports of intended landing	Yes ☐ No ☐	FLT 3.3.9	
Scheduling tracks/accounts for PIC qualification for routes/airports that require special knowledge/skills	Yes ☐ No ☐	FLT 3.3.10	
Scheduling accounts for human factors that could impair crew member performance	Yes ☐ No ☐	FLT 3.4.2	
Scheduling includes management of fatigue-related safety risk	Yes ☐ No ☐	FLT 3.4.3A	
Scheduling includes management of fatigue-related safety risk in accordance with an approved FRMS (if applicable)	Yes ☐ No ☐	FLT 3.4.3B	
Scheduling uses defined criteria for determining required flight crew rest periods/calculating duty time limitations	Yes ☐ No ☐	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 15.

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 ☐ No ☐	DSP 1.3.4	
Responsibilities for individual functions/duties/tasks	Yes ☐ No ☐	DSP 1.3.5	
Assignment of functional responsibilities/duties to FOO personnel	Yes ☐ No ☐	DSP 1.3.6	
Preparedness to implement emergency actions	Yes ☐ No ☐	DSP 1.3.7	
Operational control personnel have access to information relevant to safe conduct of flights, accident/incident notification procedures	Yes ☐ No ☐	DSP 1.4.2	
Adequate facilities/workspace/equipment for operational control activities	Yes ☐ No ☐	DSP 1.5.1	
Valid license for personnel that perform FOO function (if applicable)	Yes ☐ No ☐	DSP 1.5.4	
Compliance with AOC conditions/limitations by FOO/FOA personnel	Yes ☐ No ☐	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 ☐ No ☐	DSP 3.1.2	
Common flight planning documents used by PIC and FOO/FOA (if applicable)	Yes ☐ No ☐	DSP 3.2.2	
Production/issuance of OFP and ATS flight plan for each flight	Yes ☐ No ☐	DSP 3.2.3	
FOO/FOA assistance to PIC in flight preparation (if applicable)	Yes ☐ No ☐	DSP 3.2.4	
Acceptance of OFP by PIC and (if applicable) FOO	Yes ☐ No ☐	DSP 3.2.5	
En route OFP amendment coordination (if applicable)	Yes ☐ No ☐	DSP 3.2.6	
Coordination of changes to ATS flight plan by FOO/FOA (if applicable)	Yes ☐ No ☐	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 ☐ No ☐	DSP 3.2.8A	
Airspace/airports of intended use are assessed for safe operations prior to and during the conduct of a flight	Yes ☐ No ☐	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 ☐ No ☐	DSP 3.2.9A	
Procedures for monitoring/assessing meteorological conditions for operational airports	Yes ☐ No ☐	DSP 3.2.9B	
Procedures for monitoring/assessing approach/landing suitability for planned alternate airports, determination of ETU	Yes ☐ No ☐	DSP 3.2.9C	
Guidance/procedures/restrictions that ensure flights do not exceed aircraft performance weight limitations	Yes ☐ No ☐	DSP 3.3.1	
Procedures for flights planned to operate in known/suspected ground icing conditions	Yes ☐ No ☐	DSP 3.4.3	
Flight crew responsibilities, if any, related to Aircraft tracking	Yes ☐ No ☐	DSP 3.5.1 DSP 3.5.2*	
FOO/FOA communication with flight crew/maintenance operations (if applicable)	Yes ☐ No ☐	DSP 3.6.1	
Flight monitoring process; communication with flight crew (if applicable)	Yes ☐ No ☐	DSP 3.6.2 DSP 3.6.3*	
Backup flight monitoring process (if applicable)*	Yes ☐ No ☐	DSP 3.6.4	
Monitoring of destination/alternate airport conditions/information during flight	Yes ☐ No ☐	DSP 3.6.5A	
Monitoring of en route alternate airports conditions/information during flight	Yes ☐ No ☐	DSP 3.6.5B	
Procedures for reporting of inadequate facilities observed during flights to applicable authorities/operational areas of organization	Yes ☐ No ☐	DSP 3.6.5C	
Procedures for flight completion notifications	Yes ☐ No ☐	DSP 3.6.6	
Preparedness to communicate emergency/survival equipment information to SAR centers	Yes ☐ No ☐	DSP 3.7.1	
Preparedness to provide accident notification to the appropriate authority	Yes ☐ No ☐	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 ☐ No ☐	DSP 3.7.3	
Guidance/procedures for monitoring/assessing en route alternate airports during ETOPS/EDTO	Yes ☐ No ☐	DSP 4.5.4	
* Recommended Practice			

Flight Planning (as applicable to operator's operational control system)			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Process for selection/designation of takeoff alternate airports	Yes ☐ No ☐	DSP 4.1.1 DSP 4.1.2	
Process for selection/designation of destination alternate airport	Yes ☐ No ☐	DSP 4.1.4	
System/process for selection/designation of second destination alternate airport	Yes ☐ No ☐	DSP 4.1.5	
Process for designation of PSR for isolated airport flights; ensuring safe destination conditions for flight continuation past PSR	Yes ☐ No ☐	DSP 4.1.7	
Planned minimum flight altitudes are not less than those within the limits established by the applicable authorities	Yes ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	DSP 4.2.3	
Process or procedures to ensure sufficient usable fuel for safe flight completion taking into account unplanned deviations	Yes ☐ No ☐	DSP 4.3.1	
Process or procedures to ensure planned flight usable fuel is based on all relevant data/operating conditions	Yes ☐ No ☐	DSP 4.3.2	
Process or procedures for calculating planned taxi fuel	Yes ☐ No ☐	DSP 4.3.5	
Process or procedures for calculating planned trip fuel	Yes ☐ No ☐	DSP 4.3.6	
Process or procedures for calculating planned contingency fuel	Yes ☐ No ☐	DSP 4.3.7	
Process or procedures for calculating destination alternate fuel for flights that require a single destination alternate airport	Yes ☐ No ☐	DSP 4.3.8	
Process or procedures for calculating destination alternate fuel for flights that require a second destination alternate airport	Yes ☐ No ☐	DSP 4.3.9	
Process or procedures for calculating planned supplemental fuel for flights that require no destination alternate airport	Yes ☐ No ☐	DSP 4.3.10	
Process or procedures for calculating planned isolated airport fuel	Yes ☐ No ☐	DSP 4.3.11	
Process or procedures for calculating planned final reserve fuel	Yes ☐ No ☐	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 ☐ No ☐	DSP 4.3.13	
Process/procedures for uplift of discretionary fuel when requested by PIC or PIC/FOO	Yes ☐ No ☐	DSP 4.3.14	
Guidance to increase PIC/FOO fuel awareness; means for PIC/FOO to easily approximate final reserve fuel*	Yes ☐ No ☐	DSP 4.3.16	
Guidance/procedures to ensure sufficient stored breathing oxygen for planned flight in pressurized/unpressurized aircraft	Yes ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	DSP 4.5.3	
* Recommended Practice			

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 15.

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 ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	MNT 2.6.1	Sample repairs on the sampled aircraft and then compare with relevant records afterwards.
Verify currency of aircraft navigation database.	Yes ☐ No ☐	MNT 2.10.1	
Personnel signing maintenance release are appropriately licensed and authorized.	Yes ☐ No ☐	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 ☐ No ☐	MNT 4.5.1	
Availability/use of necessary technical data/equipment/tools/material for maintenance activity being performed.	Yes ☐ No ☐	MNT 4.6.2	

Production of complete maintenance release for specific maintenance activity being performed.	Yes ☐ No ☐	MNT 4.10.1	
Calibration of tools used in maintenance activity being performed.	Yes ☐ No ☐	MNT 4.11.1	
Sampled aircraft have applicable systems/ equipment installed.	Yes ☐ No ☐	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 15.

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 ☐ No ☐	MNT 1.4.1	
New part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes ☐ No ☐	MNT 2.3.1	
Used part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes ☐ No ☐	MNT 2.3.2	
Used life-limited part/component being installed meets applicable standards of airworthiness (if applicable to activity observed)	Yes ☐ No ☐	MNT 2.3.3	
Installation/replacement accomplished using approved data/in accordance with regulations	Yes ☐ No ☐	MNT 2.6.1	
Personnel signing maintenance release are appropriately licensed/authorized	Yes ☐ No ☐	MNT 4.4.1	
Personnel are approved to perform/certify maintenance	Yes ☐ No ☐	MNT 4.4.2	
Availability/use of necessary technical data/equipment/tools/material for maintenance activity performed	Yes ☐ No ☐	MNT 4.6.2	
Production of complete maintenance release for specific maintenance activity performed	Yes ☐ No ☐	MNT 4.10.1	
Proper calibration of tools used in maintenance activity performed	Yes ☐ No ☐	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 15.

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 ☐ No ☐	MNT 2.5.1	
Planning system includes tracking/forecasting of AD/SB action/limits	Yes ☐ No ☐	MNT 2.2.1	
AD/SB process ensures modifications/repairs accomplished using approved data/in accordance with regulations	Yes ☐ No ☐	MNT 2.6.1	
AD/SB process accomplished/recorded in accordance with MMM	Yes ☐ No ☐	MNT 3.4.1	
Content/retention of AD/SB records are in accordance with requirements of the Authority	Yes ☐ No ☐	MNT 1.8.1	
Records system includes current status of AD/SB compliance, individual aircraft compliance	Yes ☐ No ☐	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 15.

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 ☐ No ☐	MNT 1.4.1	
Content/retention of parts/components records are in accordance with requirements of the Authority	Yes ☐ No ☐	MNT 1.8.1	
Processes for management of acquisition/certification/traceability/inventory for aircraft parts/components	Yes ☐ No ☐	MNT 1.11.9	
Control process for ensuring new parts meet applicable standards of airworthiness	Yes ☐ No ☐	MNT 2.3.1	
Control process for ensuring used parts meet applicable standards of airworthiness	Yes ☐ No ☐	MNT 2.3.2	
Control process for ensuring used life-limited parts meet applicable standards of airworthiness	Yes ☐ No ☐	MNT 2.3.3	
Availability/use of necessary technical data/equipment/tools/material for management/handling of aircraft parts/components	Yes ☐ No ☐	MNT 4.6.2	
Adequate storage facilities for aircraft parts/components	Yes ☐ No ☐	MNT 4.6.3	
Shelf-life program for applicable stored aircraft parts/components	Yes ☐ No ☐	MNT 4.6.4	
Program for ensuring receiving inspection of in-coming aircraft parts/components	Yes ☐ No ☐	MNT 4.6.5	
Secure quarantine area(s) adequate for rejected aircraft parts/components	Yes ☐ No ☐	MNT 4.7.1	
Process for segregating serviceable/non-serviceable/non-aircraft parts/components	Yes ☐ No ☐	MNT 4.7.2	
ESD program in accordance with manufacturer's instructions and Table 4.8	Yes ☐ No ☐	MNT 4.7.3	
Methods to ensure proper identification/storage of sensitive aircraft parts/components	Yes ☐ No ☐	MNT 4.7.4	
Process for ensuring aircraft parts/components are shipped in suitable containers	Yes ☐ No ☐	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 15.

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 ☐ No ☐	CAB 3.1.1	
Designation of a cabin crew leader	Yes ☐ No ☐	CAB 3.1.2	
Cabin crew has received essential operational information/guidance prior to flight	Yes ☐ No ☐	CAB 1.3.2	
Procedures for preflight inspection of cabin emergency systems/equipment	Yes ☐ No ☐	CAB 4.1.1	
Process for cabin crew to report malfunctioning aircraft equipment prior to/after flight	Yes ☐ No ☐	CAB 4.1.2	

Onboard Manuals and Documentation			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
OM published in designated common language	Yes ☐ No ☐	CAB 1.6.6	
Cabin crew has direct access to parts of OM with duties/responsibilities relevant to safety/security of cabin operations	Yes ☐ No ☐	CAB 1.6.3	
Cabin crew member OM amendments/revisions are up to date	Yes ☐ No ☐	CAB 1.6.4	
Onboard accessibility of complete version of OM	Yes ☐ No ☐	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 ☐ No ☐	CAB 1.6.7	
Cabin crew communication with flight crew in designated common language	Yes ☐ No ☐	CAB 3.1.3	
Cabin crew procedure to verify baggage and cargo packages/passenger items are stowed or properly secured	Yes ☐ No ☐	CAB 3.2.3	
Cabin crew procedures for arming/disarming applicable cabin door slides/slide rafts	Yes ☐ No ☐	CAB 3.2.4	
Cabin crew seated/safety harness fastened for takeoff/landing, when directed by PIC	Yes ☐ No ☐	CAB 3.2.5	
Cabin crew seated/safety harness fastened for taxi operations, except to perform safety duties*	Yes ☐ No ☐	CAB 3.2.6	
Cabin crew procedures for cabin preparation prior to takeoff/landing	Yes ☐ No ☐	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 ☐ No ☐	CAB 3.2.8	
Movable service carts/trolleys have operative braking devices; procedures for withdrawal or replacement of unserviceable carts/trolleys	Yes ☐ No ☐	CAB 3.2.9	
Procedures for stowage/securing of movable service carts/trolleys	Yes ☐ No ☐	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 ☐ No ☐	CAB 3.2.1	
Cabin crew procedures for coordinated/ expeditious cabin evacuation during aircraft fueling operations with passengers on board	Yes ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	CAB 3.3.2	
Procedures for cabin-flight crew communication/ coordination to address cabin operational situations	Yes ☐ No ☐	CAB 3.3.3	
Cabin crew procedures for safety notifications to flight crew	Yes ☐ No ☐	CAB 3.3.4	
Procedures for standardized cabin-flight crew communication	Yes ☐ No ☐	CAB 3.3.5	
Cabin crew is notified prior to takeoff/descent/ landing	Yes ☐ No ☐	CAB 3.3.7	

Passenger Handling Procedures			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Procedures for addressing passengers that require special handling	Yes ☐ No ☐	CAB 3.4.1	
Procedures that address handling of unruly passengers, crew member interference	Yes ☐ No ☐	CAB 3.4.2	
Procedures for ensuring passengers seated/seat belt fastened for defined phases of flight/ conditions	Yes ☐ No ☐	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 ☐ No ☐	CAB 3.4.5	
Procedures that address passengers seated adjacent to emergency exits	Yes ☐ No ☐	CAB 3.4.6	
Guidance/procedures that address control of PED usage	Yes ☐ No ☐	CAB 3.4.8	
Procedures for passenger safety announcements as applicable to the situation	Yes ☐ No ☐	CAB 3.4.10	
Guidance/procedures to communicate smoking restrictions to passengers, address compliance with fasten seatbelt/no smoking signs	Yes ☐ No ☐	CAB 3.4.11	
Procedures for passenger are familiar with cabin emergency equipment/systems	Yes ☐ No ☐	CAB 3.4.12	
Procedures for administration of oxygen from portable bottles/cabin system as applicable to aircraft type	Yes ☐ No ☐	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 ☐ No ☐	CAB 4.2.1	
Equipped with medical kit; secure location*	Yes ☐ No ☐	CAB 4.2.2	
Equipped with universal precaution kit*	Yes ☐ No ☐	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 15.
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 ☐ No ☐	GRH 3.3.1	
Load control system includes process to ensure weight/balance data are current/accurate, taking into account applicable limitations	Yes ☐ No ☐	GRH 3.3.2	
Load control system includes procedures to identify/address passenger loads outside conventional aircraft load allowances*	Yes ☐ No ☐	GRH 3.3.3	
Load control system includes process/method for providing applicable dangerous goods information to PIC	Yes ☐ No ☐	GRH 3.3.4	
Load control system includes procedures that ensure Identification/communication of load items that exceed normal weight allowances*	Yes ☐ No ☐	GRH 3.3.6	
Load control system includes process for providing applicable dangerous goods information to operational control personnel	Yes ☐ No ☐	GRH 3.3.8	
* Recommended Practice			

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 15.

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 ☐ No ☐	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 ☐ No ☐	GRH 1.6.6	
Personel advising passengers of DG limits in ground handling operations	Yes ☐ No ☐	GRH 1.6.7	
Supervisors are assigned to all passenger/baggage handling operational activities	Yes ☐ No ☐	GRH 3.2.1	
Passengers receive dangerous goods information as specified; information provided at passenger handling locations	Yes ☐ No ☐	GRH 3.1.1	
Online passenger ticketing and boarding pass issue system, self-check-in kiosks: passengers receive specified dangerous goods information	Yes ☐ No ☐	GRH 3.1.1	
Process for reporting cases of prohibited dangerous goods found in the possession of passengers	Yes ☐ No ☐	GRH 3.1.2	
Procedures for acceptance/handling of battery-operated mobility aids	Yes ☐ No ☐	GRH 3.1.3	
Policy/procedures for preflight acceptance of passengers that require special handling	Yes ☐ No ☐	GRH 3.1.5	
Policy/procedures for preflight handling of passenger unruly behavior/interference	Yes ☐ No ☐	GRH 3.1.6	
Procedures for securing an aircraft prior to and during overnight or layover parking	Yes ☐ No ☐	GRH 3.7.1	
Protection of hold baggage from unauthorized interference until departure of the aircraft transporting the baggage.	Yes ☐ No ☐	GRH 3.7.7	
Secure areas are used for holding mishandled baggage until forwarded, claimed or disposed of	Yes ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	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 15.

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 ☐ No ☐	GRH 3.2.1	
Aircraft loaded in accordance with loading instructions/weight/balance requirements	Yes ☐ No ☐	GRH 3.4.1	
Qualified individual is responsible for loading/securing dangerous goods on board the aircraft	Yes ☐ No ☐	GRH 3.4.2	
Availability of OM in usable format in selected areas of operations.	Yes ☐ No ☐	GRH 1.6.2	
Accessibility of DGR or equivalent DG documents in areas of operations where dangerous goods are handled.	Yes ☐ No ☐	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 ☐ No ☐	GRH 1.6.4	
Handling of dangerous goods to prevent damage and maintain separation	Yes ☐ No ☐	GRH 3.4.3	
Procedures for addressing dangerous goods packages/shipments that appear to be leaking or damaged	Yes ☐ No ☐	GRH 3.4.4	
Cargo is provided protection from unauthorized interference	Yes ☐ No ☐	GRH 3.7.4	
Outsized and/or heavy cargo shipments loaded, secured, unloaded in accordance with OM standards*	Yes ☐ No ☐	GRH 3.4.15	
Live animal cargo shipments loaded, transported, unloaded in accordance with OM standards*	Yes ☐ No ☐	GRH 3.4.16	
Perishable cargo shipments loaded, transported, unloaded in accordance with OM standards	Yes ☐ No ☐	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 15.

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 ☐ No ☐	GRH 1.6.2	
Supervisors are assigned to all aircraft ground handling operational activities	Yes ☐ No ☐	GRH 3.2.1	
Implementation of safety procedures for aircraft ground handling operational activities	Yes ☐ No ☐	GRH 3.2.2	
Door opening/closing procedures that require GSE positioned outside open cabin access door	Yes ☐ No ☐	GRH 3.2.6A	
Use of cargo hold door access/opening/closing procedures, to include operation of safety rails	Yes ☐ No ☐	GRH 3.2.6B	
Procedures for securing an aircraft prior to and during overnight or layover parking	Yes ☐ No ☐	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 ☐ No ☐	GRH 3.2.2	
Procedures completed once the aircraft has stopped at the parking gate or stand	Yes ☐ No ☐	GRH 3.2.3	
Procedures completed prior to aircraft departure from the parking gate or stand	Yes ☐ No ☐	GRH 3.2.7	
Procedure for an aircraft walkaround inspection completed immediately prior to the aircraft departing the parking gate or stand	Yes ☐ No ☐	GRH 3.2.8	
Procedures for aircraft pushback or towing operations	Yes ☐ No ☐	GRH 3.2.9	
Procedure for airside operations during adverse weather is implemented as published in the OM*	Yes ☐ No ☐	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 ☐ No ☐	GRH 3.5.1	
Procedures for the safe operation of passenger boarding bridges*	Yes ☐ No ☐	GRH 3.5.2	
GSE is serviceable/in good mechanical condition; completed maintenance recorded	Yes ☐ No ☐	GRH 3.5.3	
* Recommended Practice			

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

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 15.

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 ☐ No ☐	CGO 3.1.1	
Process for ensuring accuracy of scales used to weigh cargo shipments	Yes ☐ No ☐	CGO 3.1.3	
Acceptance processes for verifying the security status of known cargo, ensuring application of screening/security controls for unknown cargo	Yes ☐ No ☐	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 ☐ No ☐	CGO 1.6.2	
Dangerous goods acceptance checklist reflects all applicable requirements and identifies the person(s) that performed the checklist	Yes ☐ No ☐	CGO 3.2.1	
Use of dangerous goods acceptance checklist to verify package marking/labeling, documentation compliance	Yes ☐ No ☐	CGO 3.2.2	
Procedures for retention of applicable information associated with dangerous goods shipments	Yes ☐ No ☐	CGO 3.2.3	
Procedures for inspection of dangerous goods shipments prior to acceptance	Yes ☐ No ☐	CGO 3.2.4	
Procedures for ensuring ULDs containing dangerous goods are tagged in accordance with applicable requirements	Yes ☐ No ☐	CGO 3.2.5	
Process for retention of documentation for dangerous goods shipments not accepted due to error/omission by shipper	Yes ☐ No ☐	CGO 3.2.6	
Process for replacement of lost/illegible/ detached dangerous goods labels	Yes ☐ No ☐	CGO 3.2.8	
Transport documents/markings for dangerous goods shipments in English and language required by State of Origin	Yes ☐ No ☐	CGO 3.2.9	

Acceptance of Dangerous Goods Cargo			
Focus of Observation/Examination	**Observed**	**ISARPs**	**Notes/Comments**
Display of dangerous goods notices	Yes ☐ No ☐	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 ☐ No ☐	CGO 3.3.1	
Live animal cargo acceptance/handling in accordance with LAR; acceptance checklist is utilized*	Yes ☐ No ☐	CGO 3.3.2	
Perishable cargo acceptance/handling in accordance with PCR/other applicable requirements*	Yes ☐ No ☐	CGO 3.3.3	
Acceptance procedures that ensure live animal cargo shipments have shipper's certification/other required documents*	Yes ☐ No ☐	CGO 3.3.4	
Procedures that ensure other special cargo (outsized cargo and/or heavy cargo) acceptance/ handling in accordance with OM	Yes ☐ No ☐	CGO 3.4.1	
Acceptance/handling of time and temperature-sensitive healthcare products (e.g. pharmaceuticals) in accordance with OM	Yes ☐ No ☐	CGO 3.4.2	
* Recommended Practice			

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 15.

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 ☐ No ☐	CGO 3.7.1	
Procedures that ensure persons/vehicles with access to cargo facility are subjected to security controls	Yes ☐ No ☐	CGO 3.7.2	
Availability/accessibility of ULDR or OM with equivalent content where cargo operations are conducted and ULDs are utilized	Yes ☐ No ☐	CGO 1.6.4	
Procedures that ensure ULD-related operations conducted in accordance with W/B manual/ULDR/other applicable requirements	Yes ☐ No ☐	CGO 3.5.1	
Procedures for ensuring ULD cargo loading/securing in accordance with applicable safety requirements	Yes ☐ No ☐	CGO 3.5.2	
Process for ensuring accuracy of scales used to weigh cargo shipments	Yes ☐ No ☐	CGO 3.1.3	
Processes that ensure post-acceptance protection of known cargo from unauthorized interference	Yes ☐ No ☐	CGO 3.7.6	
Process to verify appropriate screening/security controls have been applied to transfer cargo	Yes ☐ No ☐	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 ☐ No ☐	CGO 1.6.2	
Procedures for ensuring ULDs containing dangerous goods are tagged in accordance with applicable requirements	Yes ☐ No ☐	CGO 3.2.5	
Process for replacement of lost/illegible/ detached dangerous goods labels	Yes ☐ No ☐	CGO 3.2.8	
Transport documents/markings for dangerous goods shipments in English and language required by State of Origin	Yes ☐ No ☐	CGO 3.2.9	
Procedures that ensure dangerous goods separation from other cargo in accordance with published restrictions	Yes ☐ No ☐	CGO 3.2.10	
Procedures that address damaged/leaking ULDs that contain dangerous goods	Yes ☐ No ☐	CGO 3.2.12	
Procedures that ensure shipments with "Cargo Aircraft Only" labels are transported on cargo aircraft in accordance with applicable requirements	Yes ☐ No ☐	CGO 3.2.13	
Procedures that ensure dangerous goods cargo information is communicated to appropriate person(s) in load control system	Yes ☐ No ☐	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 ☐ No ☐	CGO 3.3.1	
Live animal cargo acceptance/handling in accordance with LAR; acceptance checklist is utilized*	Yes ☐ No ☐	CGO 3.3.2	
Perishable cargo acceptance/handling in accordance with PCR/other applicable requirements*	Yes ☐ No ☐	CGO 3.3.3	
Procedures that ensure human remains/ valuable/fragile/outsized/heavy cargo acceptance/handling in accordance with OM	Yes ☐ No ☐	CGO 3.4.1	
Existence of facilities for storage of dangerous goods and other special cargo shipments	Yes ☐ No ☐	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 15.

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
Originating passengers/cabin baggage are subjected to screening prior to aircraft boarding	Yes ☐ No ☐	SEC 3.4.1	
Screening measures being for transfer and transit passenger and their cabin baggage, as applicable	Yes ☐ No ☐	SEC 3.4.3	
Passenger and cabin baggage security measures based on the various levels of increased security threats	Yes ☐ No ☐	SEC 3.4.4	
Process for protecting passengers/cabin baggage from unauthorized interference after screening until boarding aircraft	Yes ☐ No ☐	SEC 3.4.5	
Implementation of behavior detection practices/procedures*	Yes ☐ No ☐	SEC 3.4.6	
Originating hold baggage is subjected to screening prior to being loaded onto an aircraft for an international flight	Yes ☐ No ☐	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 ☐ No ☐	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 ☐ No ☐	SEC 3.6.3	
Process for ensuring passenger-baggage reconciliation for international flights	Yes ☐ No ☐	SEC 3.6.6	
Application of security controls to inflight catering and other supplies intended for flight	Yes ☐ No ☐	SEC 3.8.1	
* Recommended Practice			