Agencija za civilno letalstvo Slovenija

Civil Aviation Agency Slovenia

The benefits of the Ramp Inspections Awareness Programme

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WATS 2023

Ramp inspections - basic info

- Ramp - the areas of the airport intended to accommodate aircraft for purposes of:
  - loading or unloading passengers or cargo
  - refuelling
  - parking
  - maintenance
- During turn-around time of the aircraft
- All operators, regardless of the country of certification:
  - arriving and/or departing at/from EU airports and airports of countries that have joined the programme
  - currently implemented in 51 countries globally
  - EASA MSs and others (e.g. Australia, Brazil, Canada, Israel, Monaco, Qatar, Singapore, Turkey, Ukraine, United Arab Emirates and United Kingdom)
  - it is expected that the programme will expand in years to come
- Full dissemination of inspection results through a centralised database
- Bottom-up approach: the programme is built around ramp inspections of aircraft
- A risk based approach for the inspection planning

PRIORITY LIST

List of operators and aircraft for the prioritisation of **ramp inspections and alcohol tests**

Date of applicability: from 27 November 2021

CONFIDENTIAL

CONFIDENTIAL

The lists hereunder are being distributed subject to the relevant confidentiality provisions of:

- AIR.RAMP.160 – Authority Requirements for Air Operations, Part-ARO Subpart Ramp (Annex II to Commission Regulation (EU) No 965/2012 of 5 October 2012[1]), and
- Article 5 of Regulation (EC) No 1049/2001 regarding public access to European Parliament, Council and Commission documents[2].

Regulatory background

Ramp inspections is an ICAO requirement /SARP

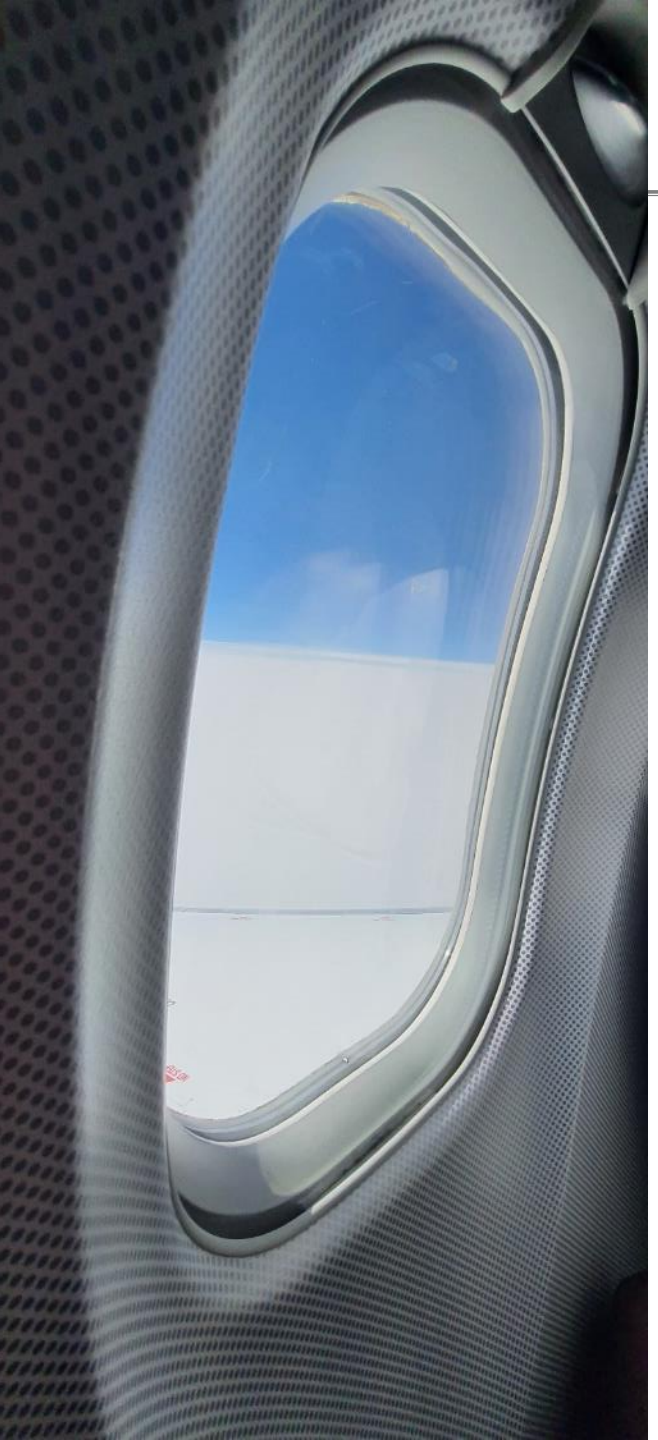
Chicago Convention – Art. 16 – Search of Aircraft:

„The contracting States shall have the right, without unreasonable delay, to search the aircraft of the other States on landing or departure, and to inspect the certificates and other documents prescribed by this Convention.“

ICAO ANNEX 6 – „States shall establish a programme with the procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.“

Implementation of ICAO requirement/SARP into EU legislation

For the EU Member States, the participation in the programme is required by EU law - Commission Regulation (EU) No 965/2012. For non-EASA States, the participation is formalised through the signature of Working Arrangement between the aviation authority of such State and EASA.



Examples

Example 1:

Canada has joined the EASA ramp system programme.

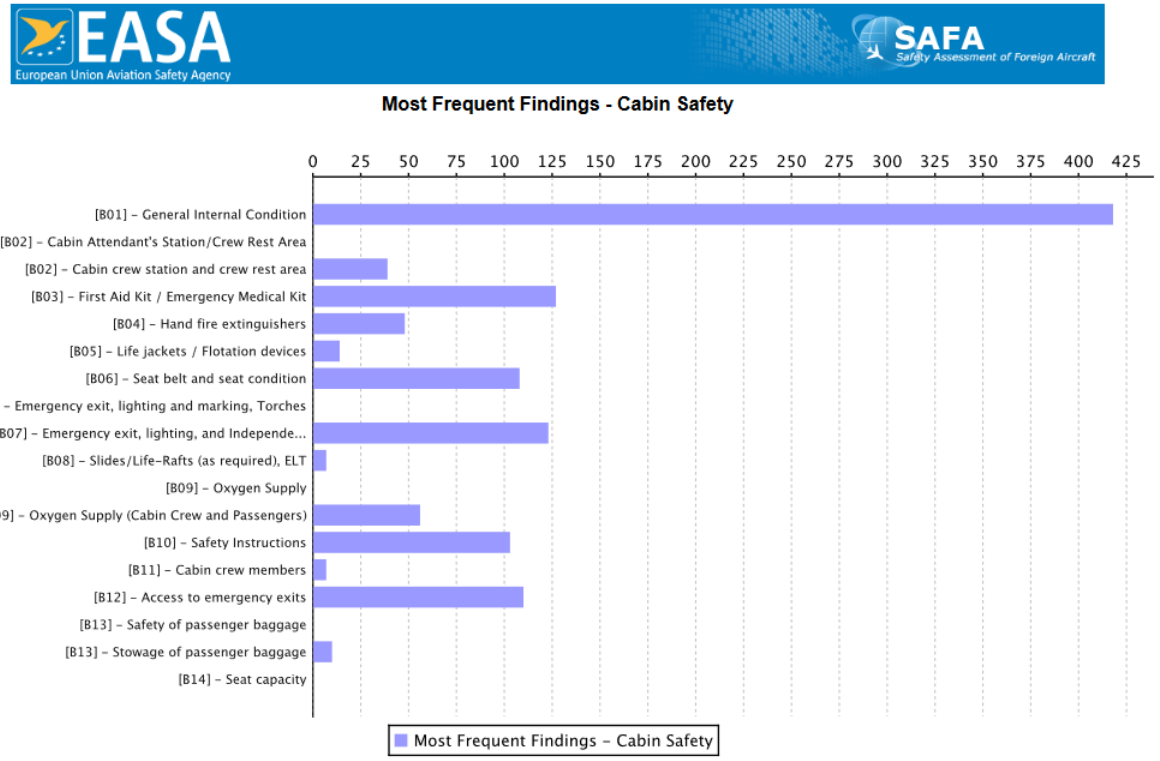
Canadian authorities are conducting ramp inspections according to EASA rules and Canadian operators are subject to ramp inspections in all 51 countries that have implemented the system.

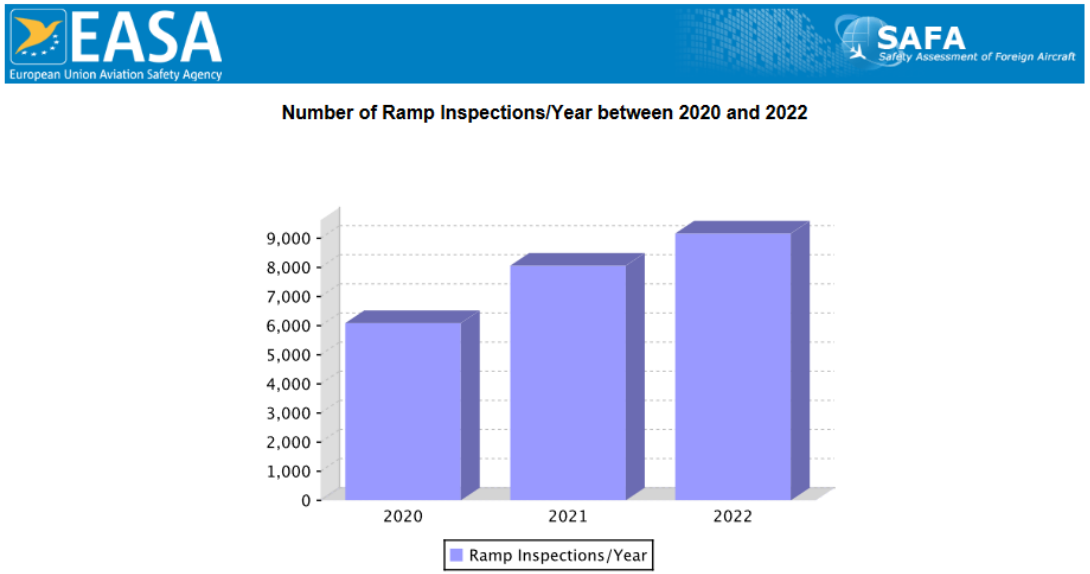
Example 2:

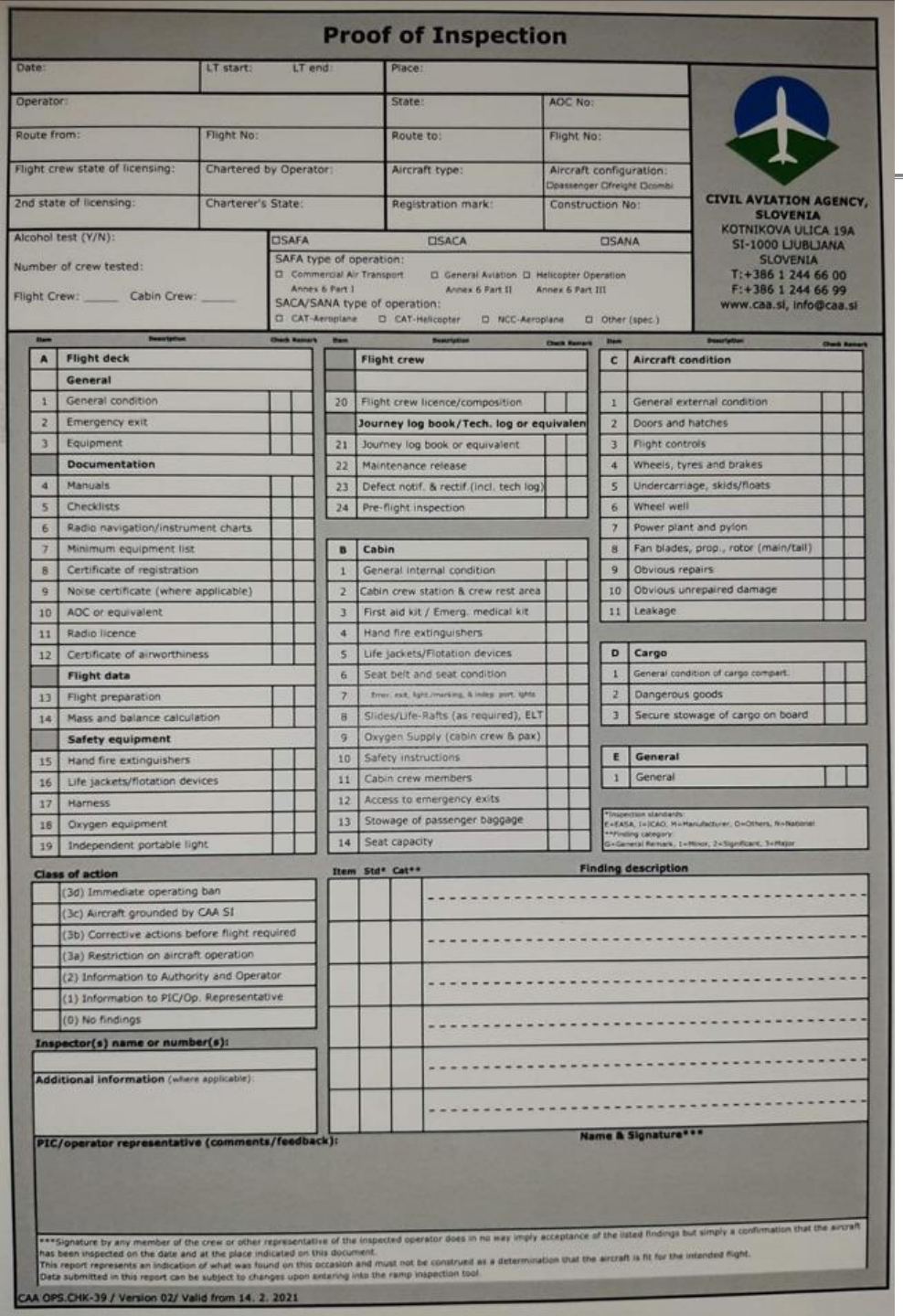
USA has not joined the EASA ramp system programme, meaning US authorities are not conducting ramp inspections of foreign operators, according to EASA rules.

Nevertheless, all US operators are subject to ramp inspections in all 51 countries that have joined the system.

Most frequent findings in 2022 & Number of ramp inspections







Proof of Inspection

Date: | LT start: | LT end: | Place:

Operator: | State: | AOC No:

Route from: | Flight No: | Route to: | Flight No:

Flight crew state of licensing: | Chartered by Operator: | Aircraft type: | Aircraft configuration: ☐passenger ☐freight ☐combi

2nd state of licensing: | Charterer's State: | Registration mark: | Construction No:

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Alcohol test (Y/N):
Number of crew tested:
Flight Crew: _____ Cabin Crew: _____

☐SAFA ☐SACA ☐SANA

SAFA type of operation:
☐ Commercial Air Transport Annex 6 Part I ☐ General Aviation Annex 6 Part II ☐ Helicopter Operation Annex 6 Part III

SACA/SANA type of operation:
☐ CAT-Aeroplane ☐ CAT-Helicopter ☐ NCC-Aeroplane ☐ Other (spec.)

Item	Description	Check	Remark
A	**Flight deck**		
	General		
1	General condition		
2	Emergency exit		
3	Equipment		
	Documentation		
4	Manuals		
5	Checklists		
6	Radio navigation/instrument charts		
7	Minimum equipment list		
8	Certificate of registration		
9	Noise certificate (where applicable)		
10	AOC or equivalent		
11	Radio licence		
12	Certificate of airworthiness		
	Flight data		
13	Flight preparation		
14	Mass and balance calculation		
	Safety equipment		
15	Hand fire extinguishers		
16	Life jackets/flotation devices		
17	Harness		
18	Oxygen equipment		
19	Independent portable light		

Item	Description	Check	Remark
	Flight crew		
20	Flight crew licence/composition		
	Journey log book/Tech. log or equivalen		
21	Journey log book or equivalent		
22	Maintenance release		
23	Defect notif. & rectif.(incl. tech log)		
24	Pre-flight inspection		
B	**Cabin**		
1	General internal condition		
2	Cabin crew station & crew rest area		
3	First aid kit / Emerg. medical kit		
4	Hand fire extinguishers		
5	Life jackets/Flotation devices		
6	Seat belt and seat condition		
7	Emerc. exit, light,marking, & indep. port. lights		
8	Slides/Life-Rafts (as required), ELT		
9	Oxygen Supply (cabin crew & pax)		
10	Safety instructions		
11	Cabin crew members		
12	Access to emergency exits		
13	Stowage of passenger baggage		
14	Seat capacity		

Item	Description	Check	Remark
C	**Aircraft condition**		
1	General external condition		
2	Doors and hatches		
3	Flight controls		
4	Wheels, tyres and brakes		
5	Undercarriage, skids/floats		
6	Wheel well		
7	Power plant and pylon		
8	Fan blades, prop., rotor (main/tail)		
9	Obvious repairs		
10	Obvious unrepaired damage		
11	Leakage		
D	**Cargo**		
1	General condition of cargo compart.		
2	Dangerous goods		
3	Secure stowage of cargo on board		
E	**General**		
1	General		

*Inspection standards:
E=EASA, I=ICAO, M=Manufacturer, O=Others, N=National
**Finding category:
G=General Remark, 1=Minor, 2=Significant, 3=Major

Class of action
- (3d) Immediate operating ban
- (3c) Aircraft grounded by CAA SI
- (3b) Corrective actions before flight required
- (3a) Restriction on aircraft operation
- (2) Information to Authority and Operator
- (1) Information to PIC/Op. Representative
- (0) No findings

Item	Std*	Cat**	Finding description

Inspector(s) name or number(s):

Additional information (where applicable):

PIC/operator representative (comments/feedback):

Name & Signature***

***Signature by any member of the crew or other representative of the inspected operator does in no way imply acceptance of the listed findings but simply a confirmation that the aircraft has been inspected on the date and at the place indicated on this document.
This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight.
Data submitted in this report can be subject to changes upon entering into the ramp inspection tool.

CAA OPS.CHK-39 / Version 02/ Valid from 14. 2. 2021

What is inspected?

53 inspection items:

- A items – cockpit items
- B items – cabin items (14)
  - general internal condition
  - cabin crew station & crew rest area
  - first aid kit /emergency medical kit
  - hand fire extinguishers
  - life jackets / flotation devices
  - seat belt and seat condition
  - emergency exit lighting / marking & independent portable lights
  - slides /life rafts, ELT
  - Oxygen supply
  - safety instructions
  - cabin crew members
  - access to emergency exits
  - stowage of passenger baggage and
  - seat capacity
- C items – aircraft condition items
- D items – cargo items

+ Alcohol testing

Alcohol Testing – Planning

- Short turn-around / overnight or long stays
- Last minute crew member replacement
- When a crew member tests positive, other crew members are at higher risk to be under influence of alcohol as well
- Priority of Flight Crew (FC) testing over Cabin Crew (CC) testing
- Only crew members with safety task assigned should be tested
- Stand-alone alcohol test ramp inspections should be avoided

Alcohol Testing – Where to do it/Confidentiality?

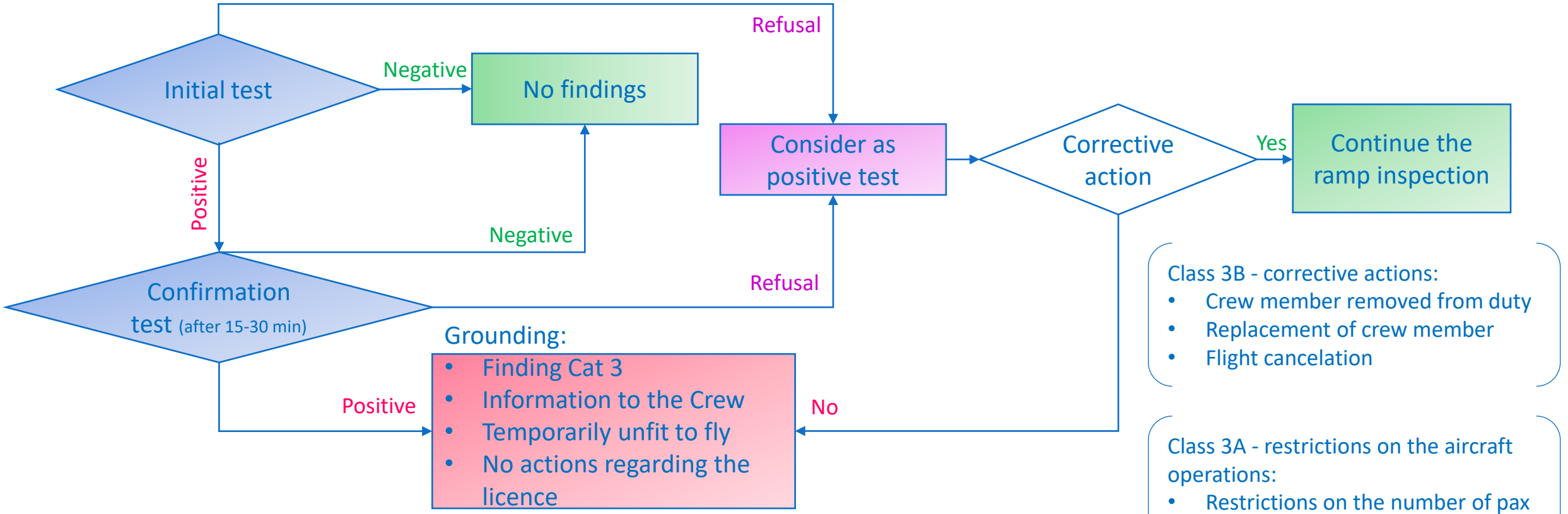
Third parties (e.g.: passengers, ground handling personnel etc...) should not be aware / informed of the alcohol test performance.

Where to do it: preferably at the aircraft, but can also be done outside the aircraft e.g. at crew centre….

Care should be taken when selecting the location on the following:

- cockpit: area could be visible from outside, pending on the parking position of the aircraft
- galley: ground handling personnel might be present
- cabin: cleaning might be ongoing
- lavatory compartment should be, by the nature of this place, considered as inadequate to perform the test

Alcohol Testing



Class 3B - corrective actions:

- Crew member removed from duty
- Replacement of crew member
- Flight cancelation

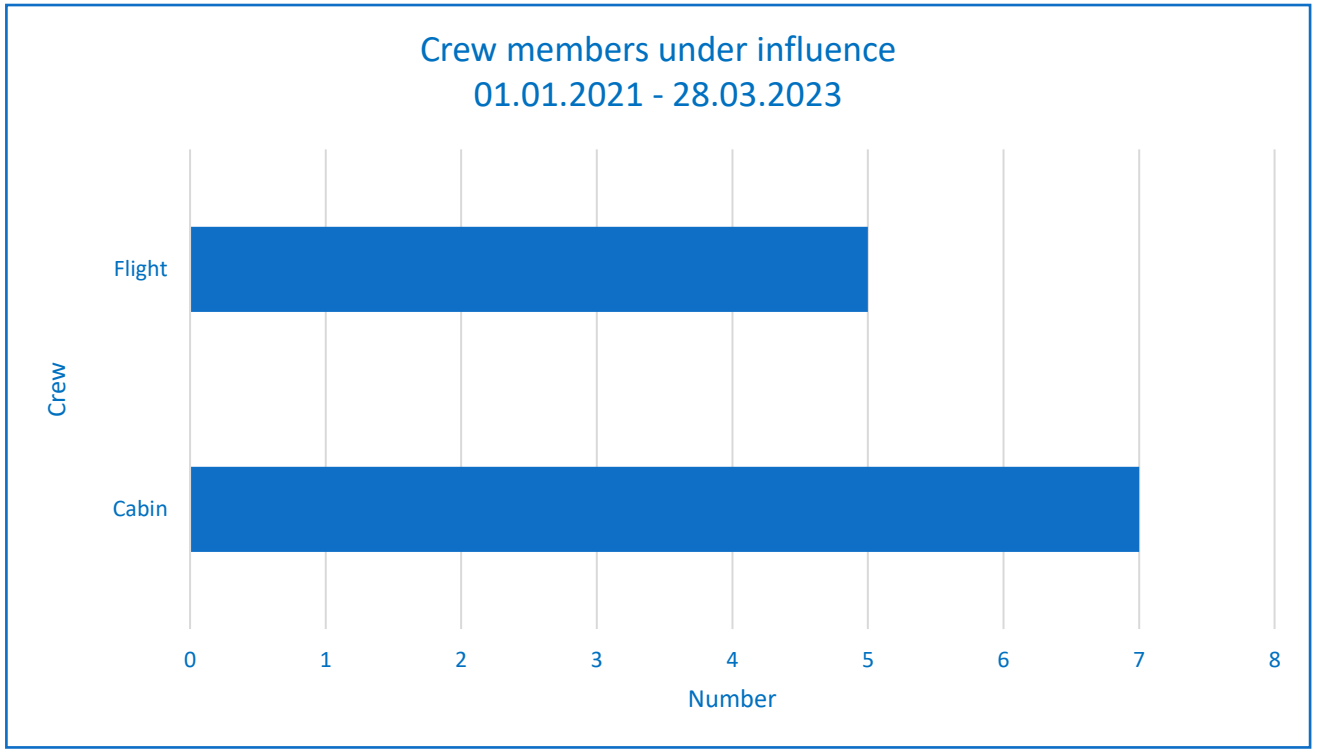
Class 3A - restrictions on the aircraft operations:

- Restrictions on the number of pax
- Ferry flight

A positive result:

- 0.2 grams of blood alcohol concentration (BAC) per litre of blood the breath alcohol concentration (BrAC) – 0.096
- the national statutory limit.

Alcohol Testing - Statistics



Examples of findings in the centralised database:

- one cabin crew member tested above the national limit (initial and confirmation test);
- flight crew identified under influence of alcohol.

How can we (the inspectors) reduce the crew stress?

In all situations, the ramp inspectors should remain professional, diplomatic and friendly.

Focus on safety issues - when limited amount of time or resources is available, reduced number of items may be verified (only safety critical elements).

Prepare for the inspection in order to make best use of time available.

Try to be as precise as possible when asking questions.

PIC shall be aware of the inspection progress to be able to plan the departure (ask for departure time, slot…).

Avoid reducing the time left for the crew to perform their tasks.

Do not open panels, remove items, always request for assistance – ask the senior cabin crew member to assign a crew member to assist you with your job tasks.

Debrief the PIC.

Leave the aircraft as soon as your presence is no longer needed.

All you have to do is be prepared and know what to expect!

- Make sure you can locate all the documents
- Keep flight deck and cabin organised - ensure that crew bags, equipment are properly stored and secured and nothing is obstructing the exits
- If you detect noncompliance in the cabin, write it down into the cabin defect book and check against MEL (inside/outside dispatch limits/conditions), so inspector will know it`s under operators control
- Get the training for ramp inspections - put Ramp Inspections Awareness Training into flight & cabin crew training (e.g. recurrent training)
- Remember: ramp inspectors are there to help the crew perform a safe operation, not to raise findings! The goal is to see trends or safety concerns before they become a threat to the international aviation community
- Remember: with the right preparation and understanding, we will make the event of a ramp inspection into a non-event

Examples of findings

The marking applied to identify the location of the hand fire extinguisher is covered by the headrest.

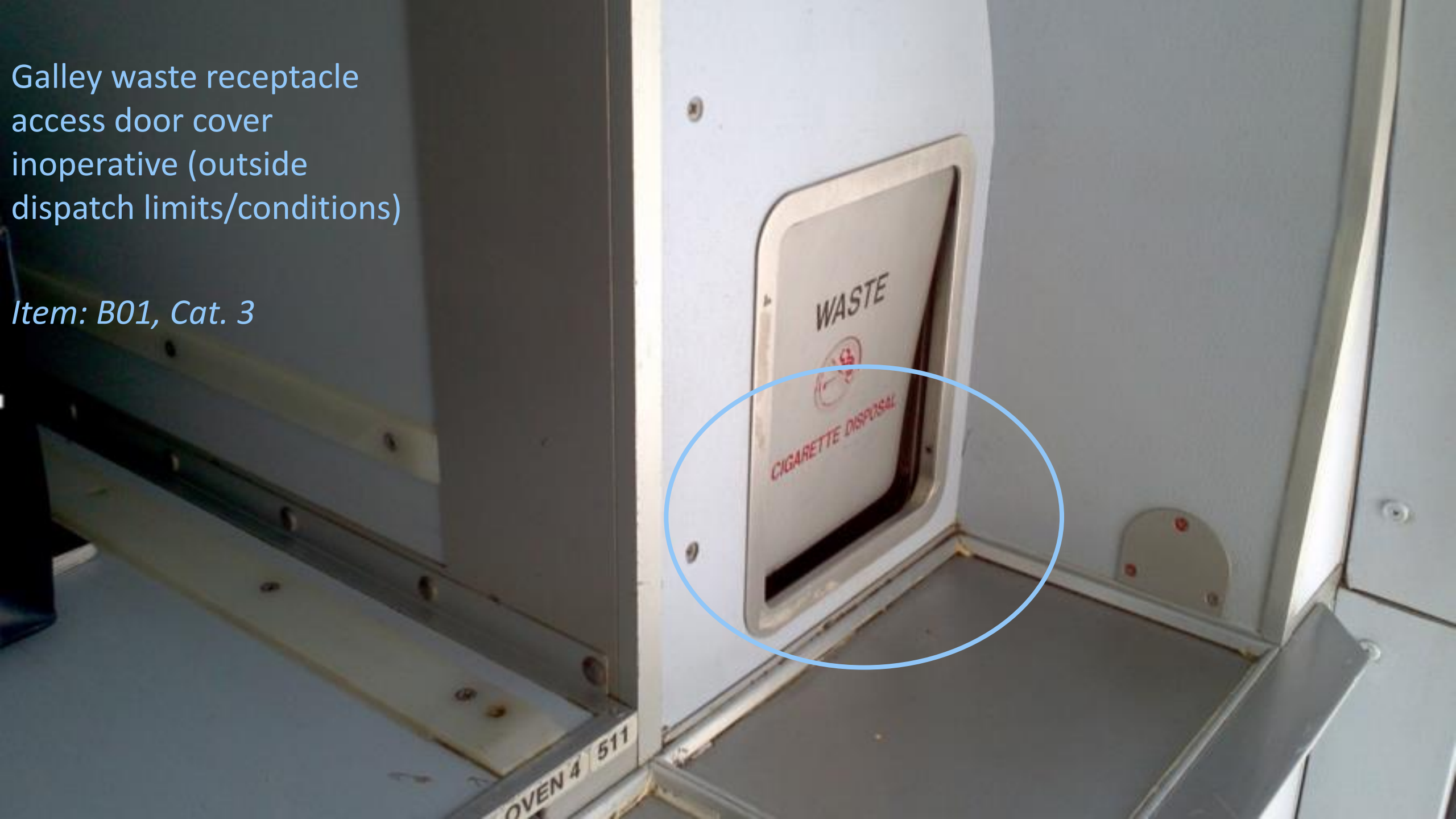
Item: B04, Cat. 1

Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)

Item: B01, Cat. 3

Galley waste receptacle access door cover inoperative (outside dispatch limits/conditions)

Item: B01, Cat. 3



Defective waste receptacle access door cover

Waste receptacle access door (has been split in two PDFs):

- PDF CAT 2 SAFA-B01 – Galley or trolley (when used) waste receptacle access door cover inoperative
- PDF CAT 3 SAFA-B01 – Lavatory waste receptacle access door cover inoperative

These findings have two different categories to take into account the different safety impact of a defective waste receptacle access door cover in the lavatory out of the view of any cabin crew, compared to a defective waste receptacle access door in the galley/trolley under surveillance of cabin crews.

FWD entry door, temporary repair, floor lifting
trip hazard – temporary repair in poor condition

Item: B07, Cat. 2

Cabin Crew seat found with cap missing exposing screws/fasteners which could injure passengers during an evacuation

Item: B01, Cat. 2

Crew carry-on baggage not adequately and securely stowed during flight

Item: B01, Cat. 3

Over wing Emergency Light at seat row13ABC, floor level, inoperative, not recorded, Tech Log item raised iaw MEL (ok for day flight)

Item: B07, Cat. 1

HFE not correctly secured - Fire extinguisher installed on broken panel inside RH FWD stowage

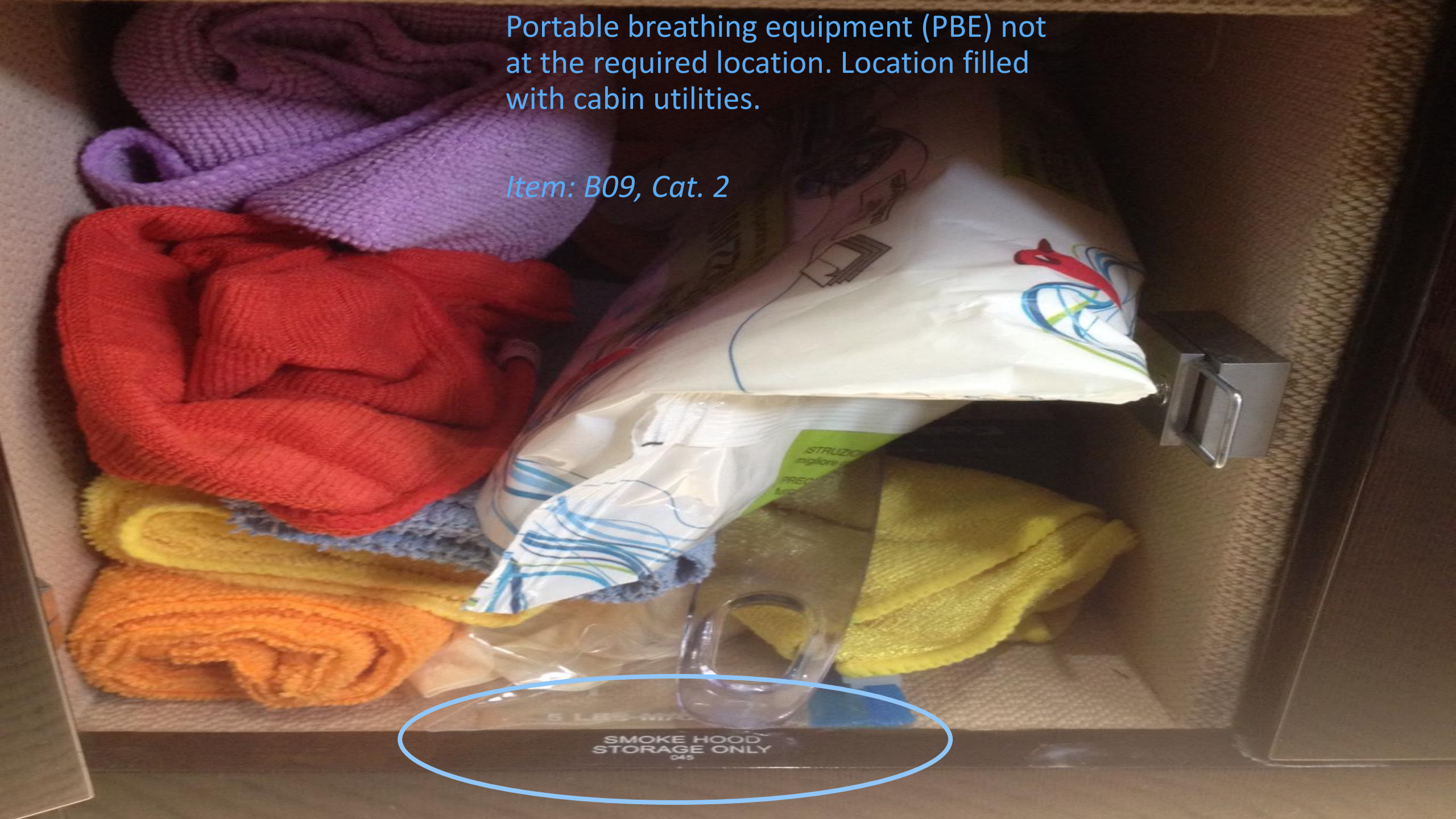
Item: B04, Cat. 1

Access to emergency exits impeded by seats (total rows) - passenger seat 34A (over wing emergency exit) is reclining, while opposite side seat is not.

Item: B012, Cat. 3

Access to emergency exits impeded by baggage or cargo - access to the emergency exit restricted by chair on the floor

Item: B012, Cat. 3



Portable breathing equipment (PBE) not at the required location. Location filled with cabin utilities.

Item: B09, Cat. 2

Stowage of luggage or loose articles in the toilets

Item: B01, Cat. 3

Oxygen equipment not adequately marked with its operating instructions

Item: B09, Cat. 2

What are the benefits of the Ramp Inspections Awareness Programme?

Ramp Inspections Awareness Programme is not a mandatory training programme.

But if the operators provide it, it can:

- improve the readiness of crews – „failing to prepare is preparing to fail“
- improve the safety score of the operators
- ensure that operators can fly to all geographic and economic zones
- increase the safety of the travellers worldwide.

Thank you & questions