What is a SAFA Ramp Inspection

SAFA (Safety Assessment of Foreign Aircraft) requires to put in place a mechanism to collect any information deemed useful to establish and maintain a high uniform level of civil aviation safety. If during the Ramp Inspection a deviation from the applicable Standards is established, it is considered a finding. There are three different categories of findings, depending on the impact the finding has on the safety of the aircraft and/or its occupants. Inspection checklist contains a total of 54 items. Of these checklist items, 24 relate to operational requirements (A-items) to be checked on the flight deck, 14 items address safety and cabin items (B-items), 12 items are concerning the aircraft condition (C-items) and 3 items (Ditems) are related to the inspection of cargo and the cargo compartment. In case of any findings not related to the other items of the checklist, they may be administered by the E item (General) of the checklist.

A finding is a non-compliance with an applicable standard. For each inspection item, 3 categories of possible deviations from the standards have been defined. The findings are categorised according to the perceived influence on flight safety. This means that a category 1 finding is considered to have a minor influence on safety. A category 2 finding may have a significant influence and a category 3 finding may have a major influence on safety. Any other safety relevant issues identified during a SAFA inspection, although not constituting a finding, can be reported as a General Remark (Cat G) under each inspection item, for example: an electrical torch missing or unserviceable during a flight conducted entirely in daylight. Based on the results of the inspection and on how the findings have been categorised, common follow-up actions have been defined.

Class 1 Action – Information to the Captain: It is to be taken after each inspection, and consists of providing information about the results of that SAFA inspection, regardless of whether findings have been identified or not. This is achieved by a verbal debriefing and the delivery of the Proof of Inspection (POI) to the aircraft commander (or, in his/her absence, to another member of the flight crew or the most senior representative of the operator). When handing over the POI to the commander / operator representative, the inspector should ask him/her to sign the POI whilst explaining that the signature does not mean that he/she agrees with the findings. The signature only confirms that the POI has been received by the commander/operator representative. Class 2 Action – Information to the authority and operator: Category 2 and 3 findings are considered to have a significant and major influence on safety. Therefore, when these findings have been raised, written communications must be made to the operator and the state of oversight. Class 3 Action – Restrictions or Corrective Actions: It follows a category 3 finding which is considered to have a potential major effect on the safe operation of the aircraft. For that reason, it is required that action(s) need to be taken before the departure of the aircraft.

SAFA Ramp Inspection Procedures

Guidance material

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Inspection Item	Inspections Item Title	Inspecting Instructions
A01	General Condition	Check general condition. Check the stowage of interior equipment, suitcases, navigation chart cases etc. *Note: inspectors should make sure that manuals, flight cases etc. were indeed not appropriately stored during the incoming flight. In some cases it can be proven (or at least reasonably assumed) that the manuals were not stored during flight since e.g. there is no suitable storage area. However, in those cases where it cannot be excluded that the crew indeed stores the manuals during flight, no finding should be raised. Such manuals and cases may have indeed been used by the crew during taxi and the turn-around before the inspector enters the flight deck.* If a flight crew compartment door is installed, check the door locking/unlocking mechanism. On passenger carrying aeroplanes with MTOW > 45.500 kg (or with a passenger seating capacity more than 60 pax) check for installation and serviceability of the reinforced cockpit door. Check the means to monitor the door area from either pilots seat. Some means will fully satisfy the requirements, such as CCTV systems. However, means such as the spyhole do not enable the crew to monitor the door area from their seat and lead to a cat. 2 finding. The visual monitoring of the door area from the cockpit is of paramount importance, therefore alternative procedures such as an audio signalling code in addition to a spyhole are also considered to be not in compliance as they do not provide for an actual visual monitoring; therefore, a cat. 2 finding should be raised in such a situation as well. However, when this has been compensated during critical phases of the flight, for instance by the use of an additional crew member to monitor the area on behalf of the flight crew, or by denying access to the flight deck during these phases, it still constitutes a finding, but with a lesser impact on safety (hence the cat. 1 should be used). The presence in the cockpit of an additional crew member during all phases of the flight is considered to fully meet ICAO requirements. Check the condition of the flight deck windows (e.g. windshield cracks, possible delamination,…) Check if the crew composition meets the minimum crew requirements (available in the AFM) Check that no equipment is installed such that it obviously does not meet the systems design features and emergency landing provisions in Annex 8 Part IIIA/B, Chapter 4 (e.g. when equipment installed on the glare shield significantly impairs the pilots vision). Check the presence and serviceability of the windshield wipers (if required for the flight). Check if any electrical cables/wires are unintentionally exposed. Check the serviceability of the warning panel lights. When circumstances dictate (e.g. aircraft undergoes significant delay), check whether the crew members are in compliance with the flight and duty time rules contained within the Operations Manual.

Inspection Item	Inspections Item Title	Inspecting Instructions
A02	Emergency Exit	Check serviceability of exits and, when ropes are installed, check that they are secured. Check whether access to emergency exits is restricted or impeded. *Note: Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before flight. If the crew is unable to confirm this, a finding may be appropriate.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	**All Flights:** a) TAWS (E-GPWS) Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions. When an operational test can be performed by the pilot, it should be requested *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.* *Note: some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil the ICAO requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO requirements.* In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight. b) ACAS II (TCAS) Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. When an operational test can be performed by the pilot, it should be requested. *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.* In the case where an aircraft is found not to be fitted with a compliant TCAS/ACAS II system then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight. For aircraft with their first CoA issued on or after 1 March 2012, check if ACAS II, software version 7.1 is installed. This can be done by performing a test of aural warnings; version 7.1 will have the extra resolution advisory "Level off, level off" (this requirement is only applicable in the territory of the EU Member States, Iceland, Norway and Switzerland). c) Cockpit Voice Recorder When an operational test can be performed by the pilot, it should be requested. *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	**Flights in designated airspace:** a) RVSM Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614). *Area of applicability (ICAO Doc 7030):* *2.1.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the following flight information regions/upper flight information regions (FIRs/UIRs): Amsterdam, Ankara, Athinai, Barcelona, Beograd, Berlin, Bodo, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kharkiv, KØbenhavn, Kyiv, Lisboa, Ljubljana, London, L'viv, Madrid, Malmö, Malta, Milano, Minsk, München, Nicosia, Odesa, Oslo, Praha, Rhein, Riga, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Stockholm, Sundsvall, Switzerland, Tallinn, Tampere, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Zagreb.* *2.1.2 RVSM shall be applicable in either all, or part of, that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs/UIRs: Canaries (AFI Region), Casablanca, Tunis.* b) RNAV Check that the aircraft is equipped with RNAV equipment. For operations in airspace designated as B-RNAV or P-RNAV check if the aircraft meets the Required Navigation Performance (RNP) requirements. c) MNPS Check whether the equipment unserviceability (if any) renders the aircraft non-MNPS capable. *Area of applicability (ICAO Doc 7030):* *The MNPS shall be applicable in that volume of airspace between FL 285 and FL 420 within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic and New York, excluding the area west of 60°W and south of 38°30'N.* d) 8.33 kHz channel spacing Check that radio equipment is 8.33 kHz channel spacing capable. This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 kHz on the radio control panel. The panel should normally show 6 digits – however some radio control panels may omit the leading "1" and display only 5 digits, e.g. 32.055. *Area of applicability:* *The carriage of 8.33 kHz channel spacing capable radio equipment is mandatory for operations in the specified ICAO EUR region for flights above FL 195.* *Note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a cat. 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A04	Manuals	Check for presence of Operations Manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual). Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM). *Note: Not all parts of the OPS Manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations.* *Note: in the Ops. manual the following subjects, in particular, could be checked:* - *presence of instructions and data for mass and balance control.* - *the list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed.* - *Presence of data that enables the crew to carry out performance calculations* - *Information on fuel planning* - *Flight and duty time requirements* - *Safety precautions during refuelling with passengers on board.* - *Instructions on the carriage of dangerous goods (with DG on board)"* Check if the flight crew is able to understand the language in which the OPS Manual and/or AFM are written. *Note: ICAO standards do not require the manuals to be written in English language. Such a case does not constitute a finding unless it is obvious that the pilot(s) do not understand the language in which the manuals are written.* *Note: the impact on safety is different in case only one flight crew member is not able to understand the language of the OM, or if it is not understood by any of the flight crew members. This is reflected in the respective cat 2 and cat 3 pre-described findings.* *Note: Annex 6 does require that specific parts of the Operations Manual be approved by the National Authority. However, the Annex does not require that proof of such approval be contained in the manual itself. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval does not constitute a finding.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A05	Checklists	Check if checklists are available and easily accessible. *Note: Most modern aircraft have some checklists held electronically, e.g. the Airbus ECAM system. This should not constitute a finding provided that the crew can demonstrate access to such checklists and they are correctly documented in the Operations manual.* Check if the OPS Manual contains the required checklists. Compare the version in OPS Manual with the ones available to the crew. Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations. *Note: Normal, non-normal and emergency checklists are sometimes combined in a "Quick Reference Handbook". Nevertheless, inspectors may find separate checklists for each phase of the flight, which is fully compliant.* Check if the checklists are identical for all members of the flight crew. *Note: If checklists with a different number of revision/different dates are present, check if the content is identical.* *Note: On some ex-Soviet built aircraft only the flight engineer has a checklist. The pilot and co-pilot may be working from a memorised checklist only.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A06	Radio Navigation Charts	Check if the required departure, en-route, approach and aerodrome charts are available, within reach, up-to-date to the latest AIRAC amendments (including those for the alternate aerodromes). *Note: one or two amendments missing in the chart library could still be acceptable provided the charts to cover the route flown, or about to be flown, including associated diversions, are up to date to the latest AIRAC amendments.* *Note: If other charts are not updated, but the required ones are, this does not constitute a finding. Such a case should be reported though as a General Remark.* Check the validity of the FMS/GPS database; in case of expiration, check the MEL.

Inspection Item	Inspections Item Title	Inspecting Instructions
A07	Minimum Equipment List	Check if the MEL is available. *Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.* Check if the MEL is not less restrictive than MMEL. *Note: If it is found that the MEL does not incorporate the latest revision of the MMEL, this should be reported as a General Remark (cat. G).* *Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.* *Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.* Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures. Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material (*"ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures."*) but should mention the actual required number. *Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.* Check if the deferred defects (if any) are in accordance with the MEL instructions. *Note: Annex 6 does require that the MEL is approved by the State of Operator. However, the Annex 6 does not require that proof of such approval be contained in the MEL itself or has to be carried on board. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A08	Certificate of Registration	Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew". Check if its format and content are in accordance with the requirements and whether translated into the English language. Check for fireproof identification plate (usually near the left forward door). Compare the data on the plate with that on the C of R. *Note: Annex 7 requires that a fireproof plate needs to be installed near the main entrance. It is often found that the plate is located somewhere else on the aircraft. Although it is not compliant to the requirements, the safety relevance is rather low and therefore no finding should be raised.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofR was not found on board during the inspection, the Category 2 PDF reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A09	Noise Certificate	Check for presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the C of R) of the document attesting noise certification and whether translated in English language. *Note: Certain States (e.g. United States, China) incorporate the noise certification data in the Aircraft Flight Manual and/or the Certificate of Airworthiness. Such cases are in compliance with the ICAO requirements and do not constitute a finding.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	Check for presence and accuracy (including the Operations Specifications). Check if format (layout and content) of AOC and OPS Specs is in compliance with Annex 6 (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in chapter 4.3 above. *Note 1: although ICAO requires a specific layout, no finding but a Category G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.* *Note 2: ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transporting DG, a cat. 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").* If the AOC contains an expiration date, check if within the validity period. Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), (B/P)RNAV, RVSM, MNPS, ETOPS, dangerous goods, and others required for the particular type of operation). *Note: EU-OPS is less restrictive than ICAO on the carriage of a copy of the AOC on board: where ICAO requires a certified true copy, EU-OPS requires in OPS 1.125 that "the original or copy" is carried during each flight. Therefore, if an inspector finds a non-certified copy of the AOC on board this may not constitute a finding (however may be recorded as a cat. G remark).* *Note: If the AOC and/or OPS Specs were not found on board during the inspection, the Category 3 PDF reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A11	Radio Licence	Check for presence and accuracy. Check for the correct name/callsign. *Note: Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/callsign, "the general characteristics of the installation" into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in Chapter 4.3 above.* *Note: Certain Radio Licences contain expiration date. If a Radio Licence if found to be expired, this should be recorded as a General Remark only.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	Check for presence, accuracy and validity. If no original (or certified copy) CoA is carried on board, apply the procedure described in Chapter 4.3 above. Check if its content is in compliance with the requirement (including English translation if written in another language). *Note: In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a cat. 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of registry that the aircraft has a valid CofA.* *Note: Certain States (e.g. EASA states) issue Certificates of Airworthiness which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofA was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if during the follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A13	Flight Preparation	Check for presence and accuracy of Operational Flight Plan (including signature of PIC). Compare with the relevant instructions the OPS Manual. Check for proper filing system (retaining of all relevant flight preparation documents). Check for proper performance and fuel calculation. *Note: In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.* Check the fuel consumption monitoring of the incoming flight (if required by the OPS manual). Check if the operator has selected appropriate alternate aerodromes (if required). Check whether the flight crew has reviewed all the meteorological information (including for alternate aerodromes). *Note: in line with the previous note, A6-I-4.3.5.2 only requires that the IFR flight "(…) shall not be commenced unless information is available which indicates that (…)"; there is no requirement that the information needs to be on board. The inspector could verify if such information is/was available to the flight crew before departure for the outbound flight.* Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima. Check whether the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes). *Note: From the standard A6-I-4.1.1 it results that the operator/flight crew has to be aware of the availability (usually published in Notams) of ground and/or water facilities. As long as the flight crew is aware of it, there is no requirement to carry on board the Notams and no finding should be raised. In order to verify if the crew is indeed aware (in the absence of Notams on board, the inspector could verify the awareness of the information in the Notams published for the airport of inspection (or the alternates).* *Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.* In case of ground icing conditions, check if the proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft. Check for the presence and accuracy of the ATC flight plan. *Note: Alternate airports do not always need to be mentioned on the ATC flight plan, e.g. flight allowed without an alternate or in the case of repetitive flight plans (RPL). In the latter case, a contact should be mentioned on the flight plan where ATC can obtain information with regard to the selected alternates for the concerned flight (see Doc. 4444, Chapter 16.4.2.2).* *Note: depending of the type of operations, the item 10 of the flight plan shall contain the following designators:* *"R" for B-RNAV operations;* *"P" for P-RNAV operations (in addition to "R");* *"Y" for flights in (portions of) airspace where the carriage of 8.33 KHz capable radio equipment is mandatory;* *"W" for RVSM operations;* *"S" for aircraft equipped with Mode-S Transponder.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A14	Weight and Balance sheet	Check for presence of a completed mass and balance sheet (either paper or digital format) and accuracy of the mass and balance calculations. Check if the actual load distribution is properly reflected in the M&B Sheet. If mass and/or balance calculations are found to be incorrect check whether still within the a/c limits and check the influence on the performance calculations. *Note: If additional fuel was loaded, check that it is included on the Weight and balance documentation.* Check if the crew has sufficient data available (in the OPS manual or AFM) to verify the Mass & balance calculations. Check whether the mass and balance calculations account for any operational (MTOM) restriction as a result of reduced MTOM for noise certification.

Inspection Item	Inspections Item Title	Inspecting Instructions
A15	Hand Fire Extinguishers	Check if the installed extinguisher(s) is at the indicated location and easily accessible. Check if the installed extinguisher(s) is marked with the appropriate operating instructions. Check if the installed extinguisher(s) (including the extinguishing agent release mechanism) is serviceable (check pressure gauge (if installed), check expiration date (if any)). If considerably low weight consider unserviceable. *Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) provisions. If the latter MEL actions have not been applied, a finding should be raised using the "detection/reporting/assessment of significant technical defect" procedure (see chapter 4.2 of the ramp inspection procedure).* *Note: ICAO does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A16	Life jackets/flotation device	Check for presence, access, sufficient number and serviceability. *Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.* *Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.* *Note: In the case where spare life jackets have been found to be unserviceable this should reported as General Remark (Cat. G).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A17	Harness	Check for presence and availability for all flight crew members. Check serviceability (including the automatic restraining device). If unserviceable, check the dispatch conditions in MEL. *Note: If the proper functioning of the harness is restricted by the seat covering, consider it unserviceable.* *Note: If the automatic restraining device is unserviceable, consider the harness as unserviceable.* *Note: A seat belt only does not meet the ICAO requirements for a safety harness and it should be considered that no safety harness is installed.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A18	Oxygen equipment	Check for presence, access and condition. Check if the oxygen masks allow for a quick donning (rapid fitment). *Note: ICAO does not provide a detailed definition of what is a "quick donning" mask. The inspector must therefore act carefully when raising a finding on this matter. Masks that do not meet all the FAA or EU-OPS criteria (place on the face with one hand, less than 5 sec…) must be reported as general remark (G). However, a legitimate finding on the lack of quick donning masks can be raised if the flight crew is unable to prove that :* *- the masks are serviceable for all the flight crew members,* *- the masks enable radio communication,* *- the masks do not represent an hindrance to flight crew members wearing glasses.* Check oxygen cylinder pressure. In case of low pressure, check the minimum required according to the OPS manual. Flight Crew can be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity. *Note: ICAO does not require oxygen masks or oxygen bottles to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the oxygen masks. An oxygen mask or bottle without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.* *Note: In the case where the inspection reveals that the smoke goggles are unserviceable this should be reported as a General Remark (Cat. G).* *Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:*

Absolute pressure				*Metres*	*Feet*
hPa/	*mBar*	*mm Hg*	*PSI*		
700	*700*	*525.043178*	*10.152642*	*3 000*	*10 000*
620	*620*	*465.038243*	*8.99234*	*4 000*	*13 000*
376	*376*	*282.023193*	*5.453419*	*7 600*	*25 000*

Inspection Item	Inspections Item Title	Inspecting Instructions
A19	Flash light	Check that appropriate electric torches are readily available at all crew member stations. Check their condition, serviceability and access. Please note that flights departing in daylight, but extending into the night, shall meet this requirement. *Note: Only aircraft operated at night require electric torches for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any electric torch does not constitute a finding. This should however be reported as General Remark (Cat. G).* *Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.* *Note: If only personal torches are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as General Remark (Cat. G).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence	Check for presence and validity of crew licences and appropriate ratings. If the licence of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in Chapter 4.3 above. Check for presence and validity of the Medical Certificate and, if appropriate, for the privileges exercised. If the Medical Certificate of flight crew member is not carried on board at the time of the inspection, apply the procedure described in Chapter 4.3 above. Check if form and content (including English translation) is in compliance with ICAO Annex 1. Check if the flight crew members are meeting the age requirements (pilots over 60 years). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence. Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses). Check for endorsement of English language proficiency (ELP) in the licence. *Note: The explicit mentioning of the ELP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.* *Note: Information about the countries which have filed a corrective action plan with ICAO, as requested by the Resolution A36-11, can be found on the ICAO FSIX web-page: http://www.icao.int/fsix/lp.cfm .* *Note: ICAO urges Contracting States to take a flexible approach towards States which made progress with regard to their implementation plans for language proficiency. Therefore, for those States no cat. 3 findings should be raised. Language proficiency findings on licences issued by States which did not file a corrective action plan shall be categorised as cat. 3 findings.* *Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a General Remark.* *Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc. .* *Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in this cases a finding should not be raised.* *Note: If the licence of a flight crew member was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the category 1 finding "Flight crew holding appropriate Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the category 3 finding "Flight crew without appropriate licence" requiring corrective actions before the flight is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence).* *Note: Inspectors have to take into account, when inspecting European flight crew licences, the mutual recognition of those licences amongst several European States. This document is available at the following link: http://easa.europa.eu/approvals-and-standardisation/mutual-recognition.php . Moreover, licences issued under Part FCL enjoy automatic mutual recognition in all EASA states (27 EU Member States + Iceland, Norway, Switzerland) (e.g. a person holding a licence issued by one of the EASA states can exercise his/her privileges on any aircraft registered in any EASA state without any additional need for validation).*

Inspection Item	Inspections Item Title	Inspecting Instructions
A21	Journey Log Book, or equivalent	Check for presence. *Note: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in Annex 6, Part I, 11.4.1).* Check if content of Journey logbook/General Declaration complies with the requirement and if properly filled in.

Inspection Item	Inspections Item Title	Inspecting Instructions
A22	Maintenance Release	Check that the PIC certified that a maintenance release has been issued (usually by accepting the aeroplane). *Note: A Maintenance Release following scheduled maintenance is not required to be carried on board the aeroplane. Check how the PIC satisfied himself that the aeroplane is airworthy and the maintenance release has been issued.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A23	Defect notification and rectification (incl. Tech Log)	Check for any deferred defects (specify in the report where necessary). Check that all defects (minor, major, dents, damages etc.) have been properly reported and assessed. Check if the associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references. When defect deferments include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL. Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL. *Note: There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.*

Inspection Item	Inspections Item Title	Inspecting Instructions
A24	Pre-flight Inspection	Check that the pre-flight or equivalent inspection is performed and duly certified.