



INSPECTION INSTRUCTIONS ON THE CATEGORISATION  
OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc #

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**INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF  
RAMP INSPECTION (SAFA/SACA) FINDINGS**





**DOCUMENT CONTROL SHEET**

**Reference documents**

**a) Contextual documents**

AMC1 to ARO.RAMP.125

**Log of issues**

Issue	Issue date	Applicability	Change description
001	17/09/2014		First issue. Migration of SAFA inspecting instructions and PDFs. Addition of SACA inspecting instructions and PDFs.
002	18/11/2015		Amendment of ACAS II inspection instructions and the related PDFs. Several editorial changes. Obsolete PDF SAFA A10-07 deleted. PDF SAFA A13-21 amended. Obsolete PDF SAFA B07-08 deleted. Full text of PBE amended where necessary. Changed standard reference for SACA-A13-02. Amended PDF SACA-A20-06&15. Amended PDF SACA-C01-02.
003	20/03/2019	01/09/2019	See change log in the next pages.

**Log of corrigenda**

Number	Issue date	Applicability	Purpose
001	26/04/2019	01/09/2019	Correction of: <ul style="list-style-type: none"> <li>- wrong numbering of some PDFs</li> <li>- inconsistencies between PDFs;</li> <li>- editorials.</li> </ul>





## INTRODUCTION

### Purpose and scope

AMC 1 to ARO.RAMP 125 provides that ramp inspectors should follow the inspection instructions on the categorisation of findings established by the Agency for inspections performed on aircraft used by third country operators (SAFA) and on aircraft used by operators under the regulatory oversight of another Member State (SACA).

The overall objective of the Instructions is to ensure that ramp inspections are performed in a standardised manner in all member states, by providing detailed inspection instructions and a common reporting taxonomy.

### Legal framework

Commission Regulation (EU) No. 965/2012, Annex II, Subpart RAMP.

If during the inspection it is established that a certain situation is not in compliance with the relevant standards, this is then considered a finding as defined in ARO.RAMP.130.

a) For each inspection item, 3 categories of possible deviations from the standards have been defined. The findings are categorised according to the potential influence on flight safety. This means that a CAT 1 finding is considered to have a minor influence on safety. A CAT 2 finding may have a significant influence and a CAT 3 finding may have a major influence on safety.

*Note: Any other safety relevant issues identified during a ramp inspection (SAFA /SACA), although not constituting a finding, can be reported as a General Remark (CAT G) under each inspection item, for example: missing life vests for flights conducted entirely overland.*

b) The finding should be categorised according to the list of Pre-Described Findings (PDF) listed below. In the PDF list the description, categorisation and reference to the applicable standard is given. Although the list of PDFs is as complete as possible, it cannot cover all possible deviations that may occur.

c) The PDF list is intended to be used by the inspector to guarantee a common description and categorisation of findings. The inspector should make use of this list in the majority of situations and should always privilege the use of PDF while reporting findings in the EASA database. In those cases where there is no appropriate PDF, the inspector should, based upon his proficiency and the impact on aviation safety, make a sound judgement into which category the finding needs to be placed. The ramp inspection tool allows for findings to be entered by the user. While inserting a User Described Finding (UDF) in the EASA database, the inspector should make sure to always report the associated Standard Reference representing the basis for the identification of the finding.

d) If any deficiencies are detected related to loose and/or missing fasteners and/or damaged and/or broken bonding wires during the ramp inspection the finding categorisation has to be done by the inspector in accordance with the assessment decision matrix provided below. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.





Change log (main changes only)

No	PDF code	Reason
1	SAFA-A01-16	Deleted and merged with SAFA-A01-07
2	SAFA-A01-18	New
3	SAFA-A03-11	New
4	SAFA-A03-12	New
5	SAFA-A03-13	New
6	SAFA-A04-11	New
7	SAFA-A05-09	New
8	<del>SAFA-A05-10</del>	<del>New</del>
9	<del>SAFA-A06-09</del>	
10	SAFA-A10-11	New
11	SAFA-A13-22	New
12	SAFA-A13-23	New
13	SAFA-A13-25	New
14	SAFA-A14-10	New
15	SAFA-A17-02	Deleted and merged with SAFA-A17-03
16	SAFA-A21-04	New
17	SAFA-A23-15	New
18	SAFA-B01-15	Deleted and merged with SAFA-B13-02
19	SAFA-B01-16	New
20	SAFA-B01-17	New





21	SAFA-B11-04	Deleted and moved to SAFA-A13-23
22	SAFA-B11-06	Deleted and moved to SAFA-A13-24
23	SAFA-C01-14	Deleted
24	SAFA-C01-15	Deleted
25	SAFA-C01-16	New
26	SAFA-C01-17	New
27	SAFA-C01-18	New
28	SAFA-C01-19	New
29	SAFA-C01-20	New
30	SAFA-C01-21	New
31	SAFA-C02-01	Deleted, replaced by new set
32	SAFA-C02-07	New
33	SAFA-C02-08	New
34	SAFA-C02-09	New
35	SAFA-C02-10	New
36	SAFA-C02-11	New
37	SAFA-C02-12	New
38	SAFA-C03-01	Deleted, replaced by new set
39	SAFA-C03-05	Deleted, replaced by new set
40	SAFA-C03-06	New
41	SAFA-C03-07	New
42	SAFA-C03-08	New





43	SAFA-C03-09	New
44	SAFA-C03-10	New
45	SAFA-C03-11	New
46	SAFA-C06-03	Deleted, replaced by new set
47	SAFA-C06-08	New
48	SAFA-C06-09	New
49	SAFA-C06-10	New
50	SAFA-C06-11	New
51	SAFA-C06-12	New
52	SAFA-C06-13	New
53	SAFA-C07-08	Deleted, replaced by new set
54	SAFA-C07-10	New
55	SAFA-C07-11	New
56	SAFA-C07-12	New
57	SAFA-C07-13	New
58	SACA-A01-16	Deleted and merged with SACA-01-07
59	SACA-A01-18	New
60	SACA-A03-11	New
61	SACA-A03-12	New
62	SACA-A03-13	New
63	SACA-A03-14	New
64	SACA-A04-11	New





65	SACA-A05-10	New
66	SACA-A10-09	New
67	SACA-A10-10	New
68	SAFA-A10-11	New
69	SACA-A13-22	New
70	SACA-A13-23	New
71	SACA-A13-24	New
72	SACA-A13-25	New
73	SACA-A14-10	New
74	SACA-A17-02	Deleted and merged with SACA-A17-03
75	SACA-A21-04	New
76	SACA-A23-15	New
77	SACA-B01-12	Modified extensively
78	SACA-B01-13	Modified
79	SACA-B01-14	Modified extensively
80	SACA-B01-15	Deleted
81	SACA-B01-16	New
82	SACA-B01-17	New
83	SACA-B11-04	Deleted and moved to SACA-A13-23
84	SACA-B11-05	Deleted and moved to SACA-A13-24
85	SACA-B11-06	Deleted and moved to SACA-A13-25
86	SACA-B12-11	New





87	SACA-C01-09	Deleted and replaced by new set
88	SACA-C01-14	Deleted
89	SACA-C01-15	Deleted
90	SACA-C01-16	New
91	SACA-C01-17	New
92	SACA-C01-18	New
93	SACA-C01-19	New
94	SACA-C01-20	New
95	SACA-C01-21	New
96	SACA-C02-01	Deleted
97	SACA-C02-07	New
98	SACA-C02-08	New
99	SACA-C02-09	New
100	SACA-C02-10	New
101	SACA- C02-11	New
102	SACA- C02-12	New
103	SACA-C03-01	Deleted
104	SACA-C03-05	Deleted
105	SACA-C03-06	New
106	SACA-C03-07	New
107	SACA-C03-08	New
108	SACA-C03-09	New







109	SACA-C03-10	New
110	SACA-C03-11	New
<del>111</del>	<del>SACA-C05-07</del>	<del>Deleted</del>
<del>112</del>	<del>SACA-C05-08</del>	<del>Deleted</del>
113	SACA-C05-11	New
<del>114</del>	<del>SACA-C06-02</del>	<del>Deleted</del>
115	SACA-C06-03	Deleted
<del>116</del>	<del>SACA-C06-04</del>	<del>Deleted</del>
<del>117</del>	<del>SACA-C06-05</del>	<del>Deleted</del>
118	SACA-C06-08	New
119	SACA-C06-09	New
120	SACA-C06-10	New
121	SACA-C06-11	New
122	SACA-C06-12	New
123	SACA-C06-13	New
124	SACA-C07-08	Deleted
125	SACA-C07-10	New
126	SACA-C07-11	New
127	SACA-C07-12	New
128	SACA-C07-13	New
<del>129</del>	<del>SACA-D01-14</del>	<del>New</del>





Assessment Matrix			
		Assessment criteria's	Action and follow up
Assessment level	Minor	<p><b>CAT 1</b></p> <p><b>Minor impact fasteners:</b> -one or more missing fastener (s) not adjacent at any location in any number of secondary structure panels which are flush to the surrounding structure.</p> <p><b>Minor impact bonding wires:</b> -broken, damaged or missing bonding wire (s) in servicing/access/fairing panels, cargo doors, inlet &amp; outlet valves and landing gear doors. -All bonding wires with redundancy <u>except</u> for bonding wires in emergency exit doors, flight control system or landing gear system.</p>	<p>-Normal debriefing together with proof of inspection but no formal follow up via the database by inspecting NAA.</p> <p>- no further assessment by the inspector at time of inspection</p>
	Significant	<p><b>CAT2</b></p> <p><b>Significant Impact fasteners:</b> -two consecutive missing fasteners in secondary structure panels, with the panel flush with surrounding structure. - Consecutive rivets missing in engine exhaust nozzle skin, wheel wells or similar locations outside pressurized areas.</p> <p>-No evident exposure to airflow or noticeable damages that could lift the panel.</p> <p><b>Significant Impact bonding wires:</b> wire broken (less than 25 % remaining), but <u>redundant bonding wire available</u>, installed in an emergency exit door, flight control system or landing gear system</p>	<p>-Normal debriefing together with proof of inspection; -No further assessment by the inspector at time of inspection. -The operator should assess and report findings that potentially lowers safety in accordance with their approved procedures under its own responsibility and accountability -The operator is requested to upload AMM/SRM dispatch limits in the follow up process. -Findings should not be closed prior to the upload of dispatch limits or equivalent. -Oversight NAA may be requested to comment into the database in cases whereas the operator has operated outside the manufactures limitations with repetitive breaches of ICAO or EU requirements.</p>
	Major	<p><b>CAT 3</b></p> <p><b>Major impact fasteners:</b> one of the following conditions - loose/missing fastener in primary structure element - loose/missing rivet in pressurized area - loose/missing bolts, lockbolts, high locks other fasteners with safety wire protection - two or more consecutive loose/missing rivets in engine inlet cowls/skin or similar locations that could cause a FOD hazard - several loose/missing fastener on a secondary structure panel being loose with evident exposure to airflow or significant damages that could lift the panel.</p> <p><b>Major impact bonding wires:</b> -broken (less than 25 % remaining) or missing bonding wire (s) <u>without redundant bonding wire available</u> in emergency exit doors, flight control system or landing gear system</p>	<p>-Debrief the operator soonest to avoid delays with a clear instruction to record in Aircraft technical log book system or equivalent and assess defect.</p> <p>-Findings or remarks which seriously hazards flight safety should be resolved by the operator prior departure -Assessment according to the manufactures dispatch limits prior to departure as per the operators approved procedures with a certificate of release (CRS).</p> <p>-Manufacturer limits as described in AMM/SRM should only be used whereas the assessment indicates Major impact on flight safety and the operator should provide the inspector with evidences for corrective action (3b). *Defects that that after assessment by the operator is found to be within dispatch limits or leads to paperwork only should be categorized as significant CAT 2.</p>







## A. Inspection instructions on the categorisation of findings identified during SAFA inspections

These are the inspection instructions on the categorisation of findings for inspections performed on aircraft used by third country operators (SAFA), as well as for all inspections performed by SAFA participating countries which are not “EASA States” (on either “EASA” or third country operators). The instructions consist of Pre-Described Findings (PDFs) and inspection instructions. References to international standards are coded as in the following examples: A6-I-4.3.1 means Annex 6, Part I, Chapter 4.3.1; CC29 means Article 29 of the Chicago Convention; EUR 2.1.6.2 means European (EUR) Regional Supplementary Procedures (ICAO Doc 7030), chapter 2.1.6.2. The list of SAFA PDFs is based on the following standard references:

- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Annex 1 (12th Edition July 2018, Amendment 175, 16 July 2018)
- ICAO Annex 2 (10th Edition July 2005, Amendment 46, 16 July 2018)
- ICAO Annex 6, Part I (11th Edition July 2018, Amendment 43, 16 July 2018)
- ICAO Annex 7 (6th Edition, July 2012, Amendment 6, 16 July 2012)
- ICAO Annex 8 (12th Edition, July 2018, Amendment 106, 08 November 2018)
- ICAO Annex 10, Volume III (Second Edition July 2007, Amendment 90, 11 July 2016) and Volume IV (Fifth Edition July 2014, Amendment 90, 16 July 2018)
- ICAO Annex 15 (16th Edition, July 2018, Amendment 40, 16 July 2018)
- ICAO Annex 16, Volume I (8th Edition, July 2017, Amendment 12, 21 July 2017)
- ICAO Annex 18, (4th Edition, July 2011, Amendment 12, 13 July 2015)
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, 2008, Amendment 9, 25 April 2014)
- ICAO Doc 4444, Procedures for Air Navigation Services (16th edition, 2016, Amendment 8, 08 November 2018)
- ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air (2017-2018 Edition, Addendum No. 2/Corrigendum No. 1)
- Commission Implementing Regulation (EU) N°923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010

Note: In the specific case of references to certification specifications (CS) (e.g. CS23, CS25,...), it is worth noting that the related aircraft might have been certified against other standards or another version of these standards, The inspector may however use these references, but in case of disagreement, the operator will be expected to demonstrate that the related CS provision was not part of the certification basis on the operated aircraft.

The list of PDFs is not exhaustive since it cannot cover all possible deviations that may occur — as a consequence, other findings may be raised by the inspector. It is intended to be used by the inspector to ensure a common description and categorisation of findings. The inspector should make use of this list in the majority of circumstances, and should always privilege





the use of a PDF when reporting findings in the centralised database. Where there is no appropriate PDF, based upon their proficiency and the impact on aviation safety, inspectors should make a sound judgement into which category the finding needs to be placed and insert an UDF (User Described Finding) in the database. The inspector should make sure to always report the associated 'Standard Reference' representing the basis for the identification of the finding. These UDFs will be monitored by EASA periodically and after evaluation may become part of the existing PDF list. Therefore the PDF list will be updated periodically. Notice of updates will be given via the appropriate channels.





Inspection Item	Inspections Item Title	Inspecting Instructions
A01	General Condition	<p>Check general condition. Check the stowage of interior equipment, suitcases, navigation chart cases etc. <i>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.</i></p> <p>If a flight crew compartment door is installed, check the door locking/unlocking mechanism. On passenger carrying aeroplanes with:</p> <ul style="list-style-type: none"> <li>- A maximum certified take-off mass (MCTOM) &gt; 54.500 kg; or</li> <li>- A MCTOM &gt; 45.500 kg and a passenger seating capacity greater than 19; or</li> <li>- A passenger seating capacity greater than 60;</li> </ul> <p>check for installation and serviceability of the reinforced cockpit door.</p> <p>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.</p> <p>Check the condition of the flight deck windows (e.g. windshield cracks, possible delamination,...) 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).</p> <p><i>Note: Inspectors may request (directly or at a later stage) from the operator the technical approvals for the installed special equipment in the case of dubious installations.</i></p> <p>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.</p>





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	I	1	A6-I-13.2.2	All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54.500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or c) with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.	One or more door locking/un-locking mechanism not servicable	SAFA-A01-01	
A01	I	2	A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	No means provided for crew notification	SAFA-A01-02	
A01	I	1	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)	SAFA-A01-03	Indicate the particulars of the situation observed
A01	I	2	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (and no alternative operational procedures established)	SAFA-A01-04	





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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	I	3	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available or U/S (outside dispatch limits/conditions)	SAFA-A01-05	
A01	I	3	A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	Cockpit door lock N/A or U/S (outside dispatch limits/conditions)	SAFA-A01-06	
A01	M	3			Damage and/or delamination to flight deck windows (outside dispatch limits/conditions)	SAFA-A01-07	Describe nature and extent of damage
A01	I	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Interior equipment and/or other object(s) not correctly secured or stowed during flight	SAFA-A01-08	Indicate what interior equipment/object(s) was not secured
			A8-IIIA-4.1.6.(c) A8-IIIB-4.2.(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference.			
A01	I	3	A6-I-13.2.2	All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54.500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or c) with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized	Reinforced cockpit door not installed (on passenger flights)	SAFA-A01-09	







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				persons. This door shall be capable of being locked and unlocked from either pilot's station.			
A01	M	3			Lights U/S in warning panel (outside dispatch limits/conditions)	SAFA-A01-10	Indicate the particulars of the situation observed
A01	I	2	A8-III A-4.1.6d, A8-III B-4.2d	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.	Cockpit installations significantly decreasing pilots vision	SAFA-A01-11	Indicate the particulars of the situation observed
A01	I	3	A8-III A-4.1.6d	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.	Windshield wipers/cleaning/drying system not installed or inoperative (outside dispatch limits/conditions)	SAFA-A01-12	Indicate the particulars of the situation observed
A01	I	3	A8-III A-1.4, A8-III B-1.3 A8-III A-1.5.1, A8-III A-1.5.2 A8-III B-1.4	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe. Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions. Proof of compliance The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	SAFA-A01-13	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.			
A01	I	2	A8-III A-9.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of an aeroplane flight manual, markings and placards, and such other means as may effectively accomplish the purpose. The limitations and information shall include at least those prescribed in 9.2, 9.3 and 9.4.	Operational flight deck markings and/or placards missing or incorrect	SAFA-A01-14	Indicate the particulars of the situation observed
			A8-III B-7.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of a flight manual, markings and placards, and such other means as may effectively accomplish the purpose.			
A01	I	2	A8-III A-1.4 A8-III B-1.3	Unsafe features and characteristics Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Inadvertently exposed electrical cables/wires in the cockpit	SAFA-A01-15	Indicate the particulars of the situation observed
A01	M	1			Cockpit seats in poor condition	SAFA-A01-18	





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Doc # INST.RI.01/003  
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Inspection Item	Inspections Item Title	Inspecting Instructions
A02	Emergency Exit	<p>Check serviceability of exits and, when ropes are installed, check that they are secured. Check whether access to emergency exits is restricted or impeded.</p> <p><i>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 without hindering evacuation. If the crew is unable to confirm this, a finding may be appropriate.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A02	I	3	A8-III-A-4.1.7.3	The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Access to emergency exit impeded	SAFA-A02-01	Indicate why the access to emergency exit is impeded
A02	I	3	A8-III-A-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Emergency exits U/S	SAFA-A02-02	
			A8-III-A-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III-B-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.			
			A8-III-B-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
			A8-III-B-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-V-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A02	I	3	A8-III A-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside dispatch limits/conditions)	SAFA-A02-03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)
			A8-III A-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.			
			A8-III B-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
			A8-III B-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-V-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			





Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	<p><i>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.</i></p> <p><b>All Flights:</b></p> <p>a) <b>TAWS (E-GPWS)</b> 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 <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i> <i>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.</i> 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.</p> <p>b) <b>ACAS II (TCAS)</b> 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. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p>All aeroplanes (MCTOM over 5.700 kg or MOPSC in excess of 19 passengers) shall be equipped with ACAS II collision avoidance logic version 7.1. Verification of compliance can be done by verifying the ACAS call-outs in the crew procedures in the operations manual (Part B, systems description); for version 7.1 these procedures should show the new resolution advisory "Level off, level off". Other documents like the radio station licence might contain evidence on (non-)compliance as well.</p> <p>A finding should <u>only</u> be raised if evidence is found that version 7.0 or lower is installed.</p> <p>A <u>CAT 3</u> finding should be raised whenever evidence is found that a version 7.0 or lower is installed and that no mitigating measures are in place.</p> <p>A <u>CAT 2</u> finding should be raised in all other cases.</p> <p><i>Note: Mitigating measures would consist out of one or both of the following as required by Part AUR.ACAS.1010:</i></p> <ul style="list-style-type: none"> <li>• <i>Appropriate operational procedures (Inspectors could check, whenever possible, the operations manual)</i></li> </ul>





- *Appropriate training in the avoidance of collisions and use of ACAS II (Inspectors could raise questions to the flight crew)*

*The most critical element is the requirement in Regulation 923/2012, SERA 11014(b)(2) to “follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre”. It is this requirement that the inspector should be looking for when checking the OM or interviewing the flight crew; if this element is found in the OM or known by the flight crew, mitigating measures are considered to be in place.*

*Note: In case of a CAT 3 finding where a version lower than 7.1 is installed and no mitigating measures are in place, the aircraft could be released after the operator has issued an operational memo or a temporary amendment to the operations manual introducing appropriate mitigating measures (as a Class 3a action). The temporary amendment should hold as a minimum instructions on how to react to conflicting ACAS advisories and ATC instructions, and preferably:*

- *the elements in Regulation 923/2012, SERA 11014 and/or ICAO DOC 9863 Chapters 5.2.1.14 to 5.2.1.19 regarding the actions to be taken during and after an RA indication.*
- *the information provided in EASA SIB 2009-16 and/or ICAO DOC 9863 Chapter 5.5.8 regarding the ambiguous “Adjust vertical speed adjust” RA*

*Note: In case of a CAT 3 finding, the operator cannot declare the (non-compliant) ACAS installation inoperative and subsequently release the aircraft in accordance with the MEL as this will not render the aircraft compliant.*

**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.*

**Flights in designated airspace:**

**a) RVSM**

Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614).  
Check the areas of applicability and the relevant volumes of airspace in ICAO Doc 7030.

**b) PBN**

Check that the aircraft is equipped with navigational equipment that meets the PBN requirements applicable in the airspace where the aircraft is to be operated..

**c) NAT HLA**

Check whether the equipment unserviceability (if any) affects the aircraft operations in the NAT HLA airspace.

Area of applicability (ICAO Doc 7030):

A large portion of the airspace of the North Atlantic Region, including the majority of North Atlantic crossing routes between FLs 285 and 420, has been designated as the NAT High Level Airspace (NAT HLA).

Within this airspace aircraft have to meet defined NAT HLA Standards and appropriate crew procedures and training have to be established. The lateral dimensions of the NAT HLA include the following Control Areas (CTAs):





REYKJAVIK, SHANWICK (excluding SOTA & BOTA), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°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 airspace class A, B or C of the Member States listed in Annex I to Regulation 1079/2012.
- Carriage of 8.33 kHz channel spacing radio equipment is also mandatory in airspace class D of France

For aircraft for which two radio equipment are required by the certification (eg. aircraft certified under FAR25/CS25 rules), both radio equipment shall be 8.33 kHz channel spacing capable (if required for the flight). For these aircraft, if one radio equipment is not 8.33 kHz channel spacing capable, the inspector should consider this equipment as U/S and check the MEL for dispatch conditions.

**Electronic flight bags (EFB):**

When an EFB is used, check that the operator has established mitigating means such as a back-up provision for those functions which may have an impact on the safe operation of the aircraft. A non-exhaustive list of such functions includes:

- Operations manual;
- Aircraft Flight Manual;
- Checklists;
- Radio Navigation Charts;
- Electronic map systems for graphical depiction of aircraft position (electronic aeronautical charts including en route, area, approach, departure and airport surface maps);
- Aircraft performance calculation applications to provide:
  - (a) take-off, en-route, approach and landing, missed approach, etc. calculations providing masses, distance, times and/or speed limitations,
  - (b) power settings, and
  - (c) mass and balance calculation.

Any back-up provision such as hardcopies or an alternative EFB should be considered as acceptable.

EFB may be secured in flight either via a mounting device (permanently attached to the aircraft and subject to certification) or a viewable stowage (device designed to secure an EFB in a viewable position, but no subject to certification, such as: suction cups, kneeboard,...). It should be checked that the device:

- Adequately secures the EFB;
- Is not obstructing (visually or physically) any equipment in the cockpit);
- Does not impede the ability to operate the aircraft or the accessibility of emergency equipment, and
- Does not obstruct the emergency exit.

*Note: In case of EFB not secured in flight either via a mounting device or a viewable stowage, the policy of the operator regarding the securing of the device should be checked.*





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A03	I	3	A6-I-6.1.1	In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry	Required equipment installed but not being used during operation by crew.	SAFA-A03-01	Indicate the particulars of the situation
A03	I	3	A6-I-6.19.1	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).	ACAS II N/A or U/S (outside dispatch limits/conditions)	SAFA-A03-02	Indicate the particulars of the situation observed
A03	I	2	AUR.ACAS.1005(1)	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1, but mitigating measures in place.	SAFA-A03-03	Indicate what mitigating measures are in place
			A10-IV-4.3.5.3.1	New ACAS installations after 1 January 2014 shall monitor own aircraft's vertical rate to verify compliance with the RA sense. If non-compliance is detected, ACAS shall stop assuming compliance, and instead shall assume the observed vertical rate.			
			A10-IV-4.3.5.3.3	After 1 January 2017, all ACAS units shall comply with the requirements stated in 4.3.5.3.1.			
A03	I	3	A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight.	GPWS with forward looking terrain avoidance function not installed or unserviceable (outside dispatch limits/conditions)	SAFA-A03-04	Indicate if no system at all was found or if the forward looking function is missing. If unserviceable, specify the reason.
			A6-I-6.15.4	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.			
			A6-I-6.15.6	All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine			







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.8 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.			
			A6-I-6.15.8	A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances: a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration: 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.			
			A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.			
A03	E	3	Reg. 1079/2012 Art. 5	4. Without prejudice to Article 2(5), from 1 January 2018 an operator shall not operate an aircraft in airspace where carriage of radio is required unless aircraft radio equipment has the 8.33 kHz channel spacing capability.	Radio channel spacing does not meet the airspace requirements for the filed flight plan	SAFA-A03-05	
A03	I	3	A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight;	Required navigation equipment N/A or U/S (outside dispatch limits/conditions)	SAFA-A03-06	Indicate what equipment was N/A or U/S and type of operation
			A6-I-7.2.1	An aeroplane shall be provided with navigation equipment which will enable it to proceed: a) in accordance with the flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.			
A03	I	3	A6-I-6.3.2.1.1	All turbine-engined aeroplanes of a maximum certificated take-off mass of over 2 250 kg, up to and including 5 700 kg, for which the application for type certification is submitted to a Contracting State	Cockpit Voice Recorder inoperative (outside dispatch limits/conditions)	SAFA-A03-07	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.			
			A6-I-6.3.2.1.3	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.			
			A6-I-6.3.2.1.4	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with a CVR.			
A03	I	2	A6-I-6.2.3	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	EFB functions affecting the safe operation of the aircraft used without back-up	SAFA-A03-08	Indicate which functions affect the safe operations of the aircraft have no back-up
			A6-I-6.25.2.1	Where EFBs are used on board an aeroplane the operator shall: (c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.			
			A6-I-6.25.3	In approving the use of EFBs, the State of the Operator shall ensure that: c) the operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);			
A03	I	3	AUR.ACAS.1005(1)	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1.	SAFA-A03-10	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A10-IV-4.3.5.3.1	New ACAS installations after 1 January 2014 shall monitor own aircraft's vertical rate to verify compliance with the RA sense. If non-compliance is detected, ACAS shall stop assuming compliance, and instead shall assume the observed vertical rate.			
			A10-IV-4.3.5.3.3	After 1 January 2017, all ACAS units shall comply with the requirements stated in 4.3.5.3.1.			
A03	I	3	A6-I-6.25.1	Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	EFB mounting device or viewable stowage device obstructing forward visual or physical access to controls, display or external vision.	SAFA-A03-11	Indicate the particulars of the situation observed
A03	I	2	A6-I-6.25.1	Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	The viewable stowage device used does not adequately secure the EFB.	SAFA-A03-12	Indicate the particulars of the situation observed
A03	I	2	A6-I-6.25.2.2	The State of the Operator shall approve the operational use of EFB functions to be used for the safe operation of aeroplanes.	No operational approval of EFB functions affecting the safe operation of the aircraft.	SAFA-A03-13	Indicate the functions which affect the safe operations of the aircraft





Inspection Item	Inspections Item Title	Inspecting Instructions
A04	Manuals	<p>Check for presence of operations manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual).</p> <p>Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM).</p> <p><i>Note: 90 days delay should be given to the operator to incorporate the last version published by the manufacturer; within this period only a general remark CAT G should be raised.</i></p> <p><i>Note: If the AFM is not updated, it should be indicated which part is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>Note: Not all parts of the operations manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations.</i></p> <p><i>Note: In the operations manual the following subjects, in particular, could be checked:</i></p> <ul style="list-style-type: none"> <li>- Presence of instructions and data for mass and balance control;</li> <li>- The list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed;</li> <li>- Presence of data that enables the crew to carry out performance calculations;</li> <li>- Fuel planning and in-flight fuel management policies and procedures;</li> <li>- Flight and duty time requirements;</li> <li>- Safety precautions during refuelling with passengers on board;</li> <li>- Instructions on the carriage of dangerous goods (with DG on board).</li> </ul> <p>Check if the flight crew is able to understand the language in which the operations manual and/or AFM are written.</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A04	I	2	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	Incomplete parts of the operations manual pertaining to flight operations on board	SAFA-A04-01	Indicate what information is missing
A04	I	3	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	No operations manual (parts pertaining to flight operations) or Flight manual on board	SAFA-A04-02	Indicate what information is missing
A04	I	2	A6-I-4.10.2abc	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator; or b) a Fatigue Risk Management System (FRMS) in compliance with 4.10.6 for all operations; or c) an FRMS in compliance with 4.10.6 for part of its operations and the requirements of 4.10.2 a) for the remainder of its operations.	No rules on flight time, flight duty and rest time limitations in the operations manual	SAFA-A04-03	
A04	I	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual not up to date	SAFA-A04-04	Indicate the particulars of the situation observed
A04	I	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is	Operations manual not issued by the current operator	SAFA-A04-05	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.			
A04	I	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual published in a language not understood by a member of the flight crew.	SAFA-A04-06	Indicate the particulars of the situation observed
A04	I	3	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	No or incomplete performance and limitations data on board	SAFA-A04-07	Indicate what performance or limitations data is missing
A04	I	3	A18-9.2	The operator shall provide such information in the operations manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.	No information and instructions in operations manual on the actions to be taken in the event of an emergency (DG on board)	SAFA-A04-08	Indicate the particulars of the situation observed
A04	I	3	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual published in a language not understood by any of the flight crew members	SAFA-A04-09	Indicate the particulars of the situation observed
A04	I	2	A6-I-4.3.7.1	The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	No procedures ensuring that in-flight fuel checks/fuel management checks are performed	SAFA-A04-10	Indicate the particulars of the situation observed
A04	I	2	A6-I-3.1.2	The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as	Flight crew not familiar with approved company procedures and manuals	SAFA-A04-11	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				are pertinent to the performance of their respective duties in the operation of the aeroplane.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A05	Checklists	<p>Check if checklists are available and easily accessible.</p> <p><i>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.</i></p> <p>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.</p> <p><i>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.</i></p> <p>Check if checklists are up to date with the latest manufacturer documentation.</p> <p><i>Note: 90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than 90 days after this publication, only a general remark CAT G should be raised.</i></p> <p><i>Note: If the checklists are not updated, it should be indicated which procedure is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p>Check if the checklists are identical for all members of the flight crew.</p> <p><i>Note: If checklists with a different number of revision/different dates are present, check if the content is identical.</i></p> <p><i>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.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	I	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists do not conform with the checklist details in the operations manual	SAFA-A05-01	Indicate what details do not conform







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	I	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	No checklist details in the operations manual	SAFA-A05-02	
A05	I	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Normal and emergency checklists not readily accessible to all relevant flight crew members	SAFA-A05-03	Indicate the particulars of the situation observed
A05	I	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Checklists not covering all flight phases	SAFA-A05-04	Indicate the flight phases are not covered
A05	I	3	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Different versions of checklists used by captain and co-pilot	SAFA-A05-05	Indicate the particulars of the situation observed
A05	I	3	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	No normal and emergency checklists available	SAFA-A05-06	Indicate the particulars of the situation observed
A05	I	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the	Checklists not matching the current aircraft configuration	SAFA-A05-07	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.			the situation observed
A05	I	1	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists revision number/reference missing, but content in accordance with operations manual	SAFA-A05-08	Indicate the particulars of the situation observed
A05	I	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Checklists do not take into account latest relevant documentation from the aircraft manufacturer	SAFA-A05-09	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS	Doc #	INST.RI.01/003
	Approval Date	20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A06	Navigation/instrument Charts	<p>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).</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Note: If a flight is performed during an AIRAC cycle change with the previous version of the FMS database, the crew should be aware of the situation and should have applied procedures as defined in MEL or operations Manual (e.g. identification of updated navigation points and manual modification of these points). In case the crew is not aware of this situation or didn't apply such procedures, one of the following CAT 3 findings should be raised, depending on the situation.</i></p> <p><i>Note: In case a portable EFB that shall be stowed during critical phases of flight (according to operator's procedures) is the only means on-board to obtain the aeronautical charts:</i></p> <ul style="list-style-type: none"> <li>- If the operations Manual contains procedures defined in order to achieve an equivalent level of safety (e.g. specific briefing, short critical phases...), only a CAT G remark should be raised</li> <li>- If there are no such procedures in the operations Manual, a CAT 3 finding "SAFA-A06-06 Required instrument charts not on-board or not available during critical flight phases" should be raised.</li> </ul> <p><i>Note: One set of charts may be acceptable in case of multi-pilot operations provided that they are accessible to all relevant flight crew.</i></p> <p>Check the validity of the FMS/GPS database; in case of expiration, check the MEL.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	I	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	Navigation database out of date, within limits but not recognised as such (prescribed operational procedures not applied)	SAFA-A06-01	Indicate the expiration date of the database
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	I	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	Navigation database out of date (outside dispatch limits/conditions)	SAFA-A06-02	Indicate the expiration date of the database
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			
A06	I	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft necessary aircraft.	Navigation database with incorrect routes/ procedures/ waypoints/ reporting points pertaining to the performed/intended flight	SAFA-A06-03	Indicate the incorrect information
A06	I	2	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required en-route charts out of date (navigation database up to date)	SAFA-A06-04	Indicate: –what charts are not up to date –the date/number of revision of the inspected charts –the date/number of revision of the current applicable charts
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	I	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required en-route charts and navigation database out of date	SAFA-A06-05	Indicate: – what charts are not up to date – the expiration date of the database
			A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.			
A06	I	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required instrument charts not on board, or not available during critical phases of the flight	SAFA-A06-06	Indicate what charts are missing
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			
A06	I	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required instrument charts (except en-route) out of date	SAFA-A06-07	Indicate: – what charts are not up to date – the date/number of revision of the inspected charts
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
							– the date/number of revision of the current applicable charts
A06	I	2	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Several sets of required instrument charts available in the flight deck, of which one (not in use) is out of date	SAFA-A06-08	Indicate: – what charts are not up to date – the date/number of revision of the inspected out of date charts
			A15-6.1.1	Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			





Inspection Item	Inspections Item Title	Inspecting Instructions
A07	Minimum Equipment List	<p>Check if the MEL is available.</p> <p><i>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.</i></p> <p>Check if the MEL is not less restrictive than the latest applicable MMEL.</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p> <p>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, or the actions to maintain an acceptable level of safety should equipment become unserviceable.</p> <p><i>Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.</i></p> <p>Check if the deferred defects (if any) are in accordance with the MEL instructions.</p> <p><i>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.</i></p>





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL does not reflect aircraft configuration or the operations specifications	SAFA-A07-01	Indicate the particulars of the situation observed
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	SAFA-A07-02	Indicate the particulars of the situation observed
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	SAFA-A07-03	Indicate the particulars of the situation observed
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	SAFA-A07-04	Indicate the particulars of the situation observed
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	SAFA-A07-05	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.			
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL not available (no deferred defects)	SAFA-A07-06	
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Some MEL items not fully customised (but no defects affecting those items)	SAFA-A07-07	Indicate the particulars of the situation observed
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MMEL instead of MEL	SAFA-A07-08	
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Some MEL items not fully customised (with defects affecting those items)	SAFA-A07-09	Indicate the particulars of the situation observed
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will	MEL not available (with deferred defects)	SAFA-A07-10	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A08	Certificate of Registration	<p>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”.</p> <p>Check if its format and content are in accordance with the requirements and whether translated into the English language.</p> <p><i>Note: The presence and content of a fireproof identification plate has no safety relevance; any non-compliance should be reported (if at all) as a General remark only.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofR was not found on board during the inspection, the CAT 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 the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	I	G	A7-7.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. <i>Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.</i>	CofR format not in accordance with Annex 7	SAFA-A08-01	Indicate the particulars of the situation observed
A08	I	1	A7-7.2	When certificates of registration are issued in a language other than English, they shall include an English translation.	No English translation of the CofR	SAFA-A08-02	
A08	I	G	A7-8	An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.	No fireproof identification plate or mismatch of data on CofR and identification plate	SAFA-A08-03	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	I	2	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. a) Its certificate of registration;	No valid CofR or cannot be shown by crew	SAFA-A08-04	
A08	I	1	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. a) Its certificate of registration;	A valid CofR was issued but not carried on board.	SAFA-A08-05	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A09	Noise Certificate	<p>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.</p> <p><i>Note: Certain States (e.g. United States, China) incorporate 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.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies should also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: Noise certificate could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT G finding should be raised for a document not on board.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A09	I	1	A16-I-II-1.4	The documents attesting noise certification shall be approved by the State of Registry and shall be required by that State to be carried on the aircraft.	Documents attesting noise certification inaccurate, not on board or cannot be produced by the crew	SAFA-A09-01	
			A16-I-II-1.5	1.5 The documents attesting noise certification for an aircraft shall provide at least the following information: Item 1. Name of State. Item 2. Title of the noise document. Item 3. Number of the document. Item 4. Nationality or common mark and registration marks. Item 5. Manufacturer and manufacturer's designation of aircraft. Item 6. Aircraft serial number. Item 7. Engine manufacturer, type and model. Item 8. Propeller type and model for propeller-driven aeroplanes. Item 9. Maximum take-off mass in kilograms. Item 10. Maximum landing mass, in kilograms, for certificates issued under Chapters 2, 3, 4, 5, 12 and 14 of this Annex. Item 11. The chapter and section of this Annex according to which the aircraft was certificated. Item 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>Item 13. The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5,12 and 14 of this Annex.</p> <p>Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8,12, 13 and 14 of this Annex.</p> <p>Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5,12 and 14 of this Annex.</p> <p>Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8,11 and 13 of this Annex.</p> <p>Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8,10 and 13 of this Annex.</p> <p>Item 18. Statement of compliance, including a reference to Annex 16, Volume I.</p> <p>Item 19. Date of issuance of the noise certification document.</p> <p>Item 20. Signature of the officer issuing it.</p>			
A09	I	1	A6-I-6.13	<p>An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.</p> <p>Note.- The attestation may be contained in any document, carried on board, approved by the State of Registry.</p>	No English translation of the noise certificate	SAFA-A09-02	





Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	<p>Check for presence and accuracy (including the Operations Specifications).</p> <p>Check if format (layout and content) of AOC and operations specifications 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 the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p> <p><i>Note: 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").</i></p> <p><i>Note: AOC could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT 1 finding should be raised for a document not on board.</i></p> <p>If the AOC contains an expiration date, check if within the validity period.</p> <p>Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, ETOPS, dangerous goods, and others required for the particular type of operation).</p> <p><i>Note: Annex 6 requires to carry a certified true copy (certified by an "appropriate authority") of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the AOC and/or operations specifications were not found on board during the inspection, the CAT 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 CAT 1 finding created for this purpose (see the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p>Check for compliance with Part-TCO should be conducted only by inspecting authorities of EASA States.</p> <p>Check that a TCO authorisation has been issued to the operator, and that it has not been suspended or revoked. Check that the operations performed are within the scope of the activities that the TCO is authorised to conduct (as specified in the specifications attached to the authorisation). If no TCO authorisation has been issued, check that the operator has filed a one-off notification in accordance with TCO.305.</p>





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

*Note: The issuance and validity check of the TCO authorisation should be performed before the actual inspection of the aircraft starts, by consulting the TCO web-interface, since there is no obligation to carry a copy of it on board. One-off notifications will be made available by the Agency to the EASA States within one working day after receipt of the notification.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A10	I	G	A6-I-4.2.1.5/ A6-I-4.2.1.6/ A6-I-4.2.1.7	The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found. The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3. Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 6, paragraphs 2 and 3	Layout of the AOC and/or the operations specifications not in accordance with provisions of Annex 6	SAFA-A10-01	
A10	I	2	A6-I-4.2.1.6	The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3.	Information in the operations specifications not in accordance with Annex 6	SAFA-A10-02	
			A6-I-APP6.3.1	For each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following list of authorizations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the authority representative, aircraft model, types and area of operations, special limitations and authorizations. <i>Note.— If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.</i>			
A10	I	2	A6-I-4.2.1.5	The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2:	Information in AOC incorrect	SAFA-A10-03	Indicate the particulars







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.			of the situation observed
A10	I	2	A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in Chapter 4, 4.2.1, and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. <i>Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.</i>	No English translation of the AOC and/or operations specifications	SAFA-A10-04	
A10	I	3	A6-I-4.2.1.2	The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications.	Commercial Air Transport operations not in accordance with the operations specifications	SAFA-A10-05	Please provide additional information (specific type of operation)
A10	I	3	A6-I-4.2.1.1	The operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.	Commercial Air Transport operations without a valid AOC	SAFA-A10-06	
A10	I	1	A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in 4.2.1, and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included.	A valid AOC (either original or certified true copy) and/or operations specifications for the flights performed was issued but not carried on board at the time of the inspection.	SAFA-A10-08	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<i>Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.</i>			
A10	E	3	Regulation 2018/1139 Art. 60	1.The operation of the aircraft referred to in point (c) of Article 2(1) for commercial air transport shall be subject to certification and shall be issued with an authorisation. [...] The authorisation shall specify the privileges granted to the operator and the scope of the operations.	Third Country Operator not holding a valid TCO Authorisation (operations to/from/within EU)	SAFA-A10-09	
			TCO.200	(b) The third country operator shall ensure that an aircraft operated into, within or out of the territory subject to the provisions of the Treaty is operated in accordance with: (2) the authorisation issued in accordance with this Regulation and the scope and privileges defined in the specifications attached to it.			
			A6-I-4.2.2.2	States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.			
			A6-I-4.2.2.3	The operator shall meet and maintain the requirements established by the States in which the operations are conducted.			
A10	E	3	Regulation 2018/1139, Art. 60	1.The operation of the aircraft referred to in point (c) of Article 2(1) for commercial air transport shall be subject to certification and shall be issued with an authorisation. [...] The authorisation shall specify the privileges granted to the operator and the scope of the operations.	Third Country Operator performing operations not in accordance with the operations specifications associated to the TCO Authorisation (operations to/from/within EU)	SAFA-A10-10	
			TCO.200	(b) The third country operator shall ensure that an aircraft operated into, within or out of the territory subject to the provisions of the Treaty is operated in accordance with: (2) the authorisation issued in accordance with this Regulation and the scope and privileges defined in the specifications attached to it.			
			A6-I-4.2.2.2	States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-4.2.2.3	The operator shall meet and maintain the requirements established by the States in which the operations are conducted.			
A10	E	2	TCO.200	(b) The third country operator shall ensure that an aircraft operated into, within or out of the territory subject to the provisions of the Treaty is operated in accordance with: (2) the authorisation issued in accordance with this Regulation and the scope and privileges defined in the specifications attached to it.	Third Country Operator holding a valid TCO Authorisation (operations to/from/within EU) but operating an aircraft not listed on the TCO web interface	SAFA-A10-11	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A11	Radio Licence	<p>Check for presence and accuracy.</p> <p>Check for the correct name/callsign.</p> <p><i>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.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p><i>Note: Certain Radio Licences contain expiration date. If a Radio Licence is found to be expired, this should be recorded as a General Remark only.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A11	I	1	CC-30a	Aircraft of each contracting State may, in or over the territory of other contracting States, carry radio transmitting apparatus only if a Licence to install and operate such apparatus has been issued by the appropriate authorities of the State in which the aircraft is registered. The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.	Incorrect information on the Radio Station Licence	SAFA-A11-01	Indicate what is incorrect
A11	I	1	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	A valid Radio Station Licence was issued but not carried on board at the time of the inspection.	SAFA-A11-02	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A11	I	2	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	No valid Radio Station Licence issued	SAFA-A11-03	
A11	I	G	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	Radio Station Licence on board expired	SAFA-A11-04	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	<p>Check for presence, accuracy and validity. If no original (or certified copy) Certificates of Airworthiness (CofA) is carried on board, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if its content is in compliance with the requirement (including English translation if written in another language).</p> <p><i>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.</i></p> <p><i>Note: Certain States (e.g. EASA states) issue CofA 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.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofA was not found on board during the inspection, the CAT 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 the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p> <p><i>Note: Certificate of Airworthiness could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT 1 finding should be raised for a document not on board.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A12	I	G	A8-II-3.3.1	The Certificate of Airworthiness shall contain the information shown in Figure 1 and shall be generally similar to it.	Format of CofA not in accordance with Annex 8 requirements	SAFA-A12-01	Indicate the particulars of the situation observed
A12	I	2	A8-II-3.3.2	When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.	No English translation of the CofA	SAFA-A12-02	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Note - Article 29 of the Convention on International Civil Aviation requires that the Certificate of Airworthiness be carried on board every aircraft engaged in international air navigation.			
A12	I	3	CC-31	Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness issued or rendered valid by the State in which it is registered.	CofA not issued/rendered valid by the State of registry	SAFA-A12-03	Indicate the particulars of the situation observed
A12	I	1	CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;	A valid CofA was issued but not carried on board at the time of the inspection.	SAFA-A12-04	
A12	I	3	CC-39a	Endorsement of certificates and licences a) Any aircraft or part thereof with respect to which there exists an international standard of airworthiness or performance, and which failed in any respect to satisfy that standard at the time of its certification, shall have endorsed on or attached to its airworthiness certificate a complete enumeration of the details in respect of which it so failed.	Endorsed CofA without permission of the State of inspection	SAFA-A12-05	
			CC-40	Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A12	I	3	CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;	No valid CofA issued or CofA invalid/expired	SAFA-A12-06	





Inspection Item	Inspections Item Title	Inspecting Instructions
A13	Flight Preparation	<p>Check for presence and accuracy of Operational Flight Plan. Compare with the relevant instructions the operations Manual.</p> <p>Check for proper filing system (retaining of all relevant flight preparation documents).</p> <p>Check for proper performance and fuel calculation.</p> <p><i>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.</i></p> <p>Check that the fuel consumption monitoring of the incoming flight was performed <u>in accordance with the approved procedures</u>. In case no procedures have been established, a finding should be raised under A04.</p> <p>When refuelling with passengers on board, check if qualified personnel are at the required positions (in accordance with the operations manual). Furthermore check that a two way communication system with the ground crew is established.</p> <p>Check if the operator has selected appropriate alternate aerodromes (if required).</p> <p>Check RFFS requirements in OM.</p> <p>Check if the weather information are on board and in accordance with the provisions of the Annex 3 ICAO.</p> <p>Check whether the flight crew has reviewed all the latest available meteorological information (including for alternate aerodromes).</p> <p><i>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. Availability of meteorological information through ACARS should be considered compliant provided that relevant procedures in the operations manual are available.</i></p> <p>Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima.</p> <p>Check whether the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes).</p> <p><i>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).</i></p>







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

		<p><i>Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i></p> <p>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.</p> <p>Check for the presence and accuracy of the ATC flight plan.</p> <p><i>Note: Alternate airports do not always need to be mentioned on the ATC flight plan, e.g. flight allowed without an alternate.</i></p> <p><i>Note: Depending on the type of operations/airborne equipment, item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.</i></p>
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	I	1	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No copy of the operational flight plan retained on the ground	SAFA-A13-01	
A13	I	2	A6-I-4.3.6.3	The pre-flight calculation of usable fuel required shall include: a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption; b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b); c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions;	Fuel calculation not in accordance with ICAO requirements, but total fuel on board at or above minimum ICAO requirements	SAFA-A13-02	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>d) destination alternate fuel, which shall be:</p> <p>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:</p> <p>i) perform a missed approach at the destination aerodrome;</p> <p>ii) climb to the expected cruising altitude;</p> <p>iii) fly the expected routing;</p> <p>iv) descend to the point where the expected approach is initiated; and</p> <p>v) conduct the approach and landing at the destination alternate aerodrome; or</p> <p>2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or</p> <p>3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</p> <p>4) where the aerodrome of intended landing is an isolated aerodrome:</p> <p>i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or</p> <p>ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;</p> <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <p>1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</p> <p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <p>1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;</p> <p>i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and</p> <p>ii) make an approach and landing;</p> <p>2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator;</p> <p>3) meet additional requirements not covered above;</p> <p>g) discretionary fuel, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p>			
A13	I	2	A2-3.3.2	<p>A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:</p> <ul style="list-style-type: none"> <li>— Aircraft identification</li> <li>— Flight rules and type of flight</li> <li>— Number and type(s) of aircraft and wake turbulence category</li> <li>— Equipment</li> <li>— Departure aerodrome (see Note 1)</li> <li>— Estimated off-block time (see Note 2)</li> <li>— Cruising speed(s)</li> <li>— Cruising level(s)</li> <li>— Route to be followed</li> <li>— Destination aerodrome and total estimated elapsed time</li> <li>— Alternate aerodrome(s)</li> <li>— Fuel endurance</li> <li>— Total number of persons on board</li> <li>— Emergency and survival equipment</li> </ul>	ATC Flight plan incorrect	SAFA-A13-03	Indicate why the ATC flight plan is incorrect





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				— Other information.			
			EUR 2.1.5.1	The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.			
			EUR 2.1.5.2	Operators of RVSM-approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.			
			EUR 2.1.6.1	Except for operations within the airspace designated in accordance with 9.7.1.1, operators of non-RVSM-approved aircraft shall flight plan to operate outside the RVSM airspace as specified in 4.2.1.			
A13	I	2	A6-I-4.3.1(f)(g)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.	Content and use of the Operational Flight plan not in accordance with the operations manual	SAFA-A13-05	Indicate the particulars of the situation observed
			A6-I-4.3.3.2	The operations manual must describe the content and use of the operational flight plan.			
A13	I	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Fuel on board less than minimum ICAO requirements	SAFA-A13-06	Indicate the particulars of the situation observed
			A6-I-4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.			
			A6-I-4.3.6.2	The amount of usable fuel to be carried shall, as a minimum, be based on: a) the following data:			





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				<p>1) current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or</p> <p>2) if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer; and</p> <p>b) the operating conditions for the planned flight including:</p> <p>1) anticipated aeroplane mass;</p> <p>2) Notices to Airmen;</p> <p>3) current meteorological reports or a combination of current reports and forecasts;</p> <p>4) air traffic services procedures, restrictions and anticipated delays; and</p> <p>5) the effects of deferred maintenance items and/or configuration deviations.</p>			
			A6-I-4.3.6.3	<p>The pre-flight calculation of usable fuel required shall include:</p> <p>a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;</p> <p>b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b);</p> <p>c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions;</p> <p>Note.— Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aeroplane from the expected fuel consumption data, deviations from forecast meteorological conditions, extended taxi times before take-off, and deviations from planned routings and/or cruising levels.</p> <p>d) destination alternate fuel, which shall be:</p>			





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				<p>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:</p> <ul style="list-style-type: none"> <li>i) perform a missed approach at the destination aerodrome;</li> <li>ii) climb to the expected cruising altitude;</li> <li>iii) fly the expected routing;</li> <li>iv) descend to the point where the expected approach is initiated; and</li> <li>v) conduct the approach and landing at the destination alternate aerodrome; or</li> </ul> <p>2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or</p> <p>3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</p> <p>4) where the aerodrome of intended landing is an isolated aerodrome:</p> <ul style="list-style-type: none"> <li>i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or</li> <li>ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;</li> </ul> <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <ul style="list-style-type: none"> <li>1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or</li> <li>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</li> </ul>			





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				<p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <p>1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;</p> <p>i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and</p> <p>ii) make an approach and landing;</p> <p>2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator;</p> <p>3) meet additional requirements not covered above;</p> <p>Note .— Fuel planning for a failure that occurs at the most critical point along a route (4.3.6.3 f) 1)) may place the aeroplane in a fuel emergency situation based on 4.3.7.2.</p> <p>g) discretionary fuel, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p>			
			A6-I-4.3.6.5	A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	I	3	A6-I-4.1.1	The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.	Flight crew unaware of the applicable departure, destination or alternate airports NOTAMs.	SAFA-A13-07	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Note.- "Reasonable means" in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.			
A13	I	3	A6-I-4.3.5.5	A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.	Flight operated in known icing conditions without suitable certification and/or equipment	SAFA-A13-08	
A13	I	3	A6-I-4.3.5.6	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No icing inspection performed by crew or ground staff with ground icing conditions	SAFA-A13-09	
A13	I	2	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	Incorrect Operational Flight Plan	SAFA-A13-10	Indicate why the OFP is incorrect
A13	I	3	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No Operational Flight Plan	SAFA-A13-11	
A13	I	3	A6-I-4.3.4.1	4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation or it would not be possible to return to the aerodrome of departure for other reasons.	Less than required or unsuitable alternate(s) airports selected	SAFA-A13-12	Indicate the selected aerodrome(s) and why they are unsuitable







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <p>a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or</p> <p>b) for aeroplanes with three or more engines, two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or</p> <p>c) for aeroplanes engaged in extended diversion time operations (EDTO) where an alternate aerodrome meeting the distance criteria of a) or b) is not available, the first available alternate aerodrome located within the distance of the operator's approved maximum diversion time considering the actual take-off mass.</p> <p>4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.</p>			
			A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.			
			A6-I-4.3.4.3.1	<p>For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless:</p> <p>a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:</p> <p>1) the approach and landing may be made under visual meteorological conditions; and</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or</p> <p>b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4);</p> <p>1) for each flight into an isolated aerodrome a point of no return shall be determined; and</p> <p>2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.</p>			
			A6-I-4.3.4.3.2	<p>Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome:</p> <p>a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or</p> <p>b) meteorological information is not available.</p>			
			A6-I-4.3.5.2	<p>A flight to be conducted in accordance with the instrument flight rules shall not:</p> <p>a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and</p> <p>b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
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			A6-I-4.1.1	The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.			
			A6-I-4.1.4	The operator shall, as part of its safety management system, assess the level of rescue and firefighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used.			
			A6-I-4.1.5	Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.			
A13	I	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not b) take off or continue beyond the point of in-flight replanning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	SAFA-A13-13	Indicate the particulars of the situation observed
A13	I	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not: a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and b) take off or continue beyond the point of in-flight replanning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the	Take-off intended while data indicates that DEP/DES meteorological conditions are below minima (and in-flight replanning not allowed)	SAFA-A13-14	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				estimated time of use, at or above the operator's established aerodrome operating minima for that operation.			
A13	I	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Performance and/or fuel calculation not available or significantly incorrect for the flight	SAFA-A13-15	Indicate the particulars of the situation observed
			A6-I-4.3.1(f)(g)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.			
			A6-I-4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.			
			A6-I-4.3.6.2	The amount of usable fuel to be carried shall, as a minimum, be based on: a) the following data: 1) current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or 2) if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer; and b) the operating conditions for the planned flight including: 1) anticipated aeroplane mass; 2) Notices to Airmen; 3) current meteorological reports or a combination of current reports and forecasts; 4) air traffic services procedures, restrictions and anticipated delays; and 5) the effects of deferred maintenance items and/or configuration deviations.			





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			A6-I- 4.3.6.3	<p>The pre-flight calculation of usable fuel required shall include:</p> <ul style="list-style-type: none"> <li>a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;</li> <li>b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b);</li> <li>c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions;</li> <li>d) destination alternate fuel, which shall be: <ul style="list-style-type: none"> <li>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to: <ul style="list-style-type: none"> <li>i) perform a missed approach at the destination aerodrome;</li> <li>ii) climb to the expected cruising altitude;</li> <li>iii) fly the expected routing;</li> <li>iv) descend to the point where the expected approach is initiated; and</li> </ul> </li> <li>v) conduct the approach and landing at the destination alternate aerodrome; or</li> </ul> </li> <li>2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or</li> <li>3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</li> <li>4) where the aerodrome of intended landing is an isolated aerodrome:</li> </ul>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or</p> <p>ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;</p> <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <p>1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or</p> <p>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</p> <p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <p>1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;</p> <p>i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and</p> <p>ii) make an approach and landing;</p> <p>2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator;</p> <p>3) meet additional requirements not covered above;</p>			
			A6-I- 4.3.6.5	<p>A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.</p>			





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			A6-I-4.3.6.6	Notwithstanding the provisions in 4.3.6.3 a), b), c), d) and f), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel. The specific safety risk assessment shall include at least the: a) flight fuel calculations; b) capabilities of the operator to include: i) a data-driven method that includes a fuel consumption monitoring programme; and/or ii) the advanced use of alternate aerodromes; and c) specific mitigation measures.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	I	3	A6-I-4.7.1.1	Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: 1) en-route alternate aerodromes are identified; and 2) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions; b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.	Required en-route alternate(s) (EDTO/ETOPS) not available	SAFA-A13-16	Indicate what en-route alternate(s) was not available
A13	I	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts,	Actual weather and weather forecast not checked before departure	SAFA-A13-18	





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				taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.			
			A6-I-4.3.5.2	A flight to be conducted in accordance with the instrument flight rules shall not: a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	I	3	A6-I-4.7.1.1	Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.	Weather on required en-route alternate(s) below EDTO/ETOPS minima	SAFA-A13-19	Indicate the particulars of the situation observed
			A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine power-units, shall be selected and specified in the operational and air traffic services (ATS) flight plans.			
A13	I	2	A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.	Required alternate airport(s) considered in OFP but not specified in the ATS flight plan	SAFA-A13-20	Indicate the particulars of the situation observed







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-4.3.4.3	For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless: a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome.			
A13	I	2	A6-I-4.3.7.1	An operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	Fuel consumption monitoring not recorded or not performed in accordance with the approved procedures	SAFA-A13-21	Indicate the applicable reference in the OPS Manual requiring the flight crew to carry out in-flight fuel consumption monitoring
		A6-I-4.3.7.2	The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.				
		A6-I-4.2.10.1	The operator shall maintain fuel records to enable the State of the Operator to ascertain that, for each flight, the requirements of 4.3.6 and 4.3.7.1 have been complied with.				
A13	I	3	A6-I-4.3.5.6	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate deicing/ anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No intentions to request appropriate de-icing treatment	SAFA-A13-22	Indicate the particulars of the situation observed
A13	I	3	A6-I-4.3.8.1	An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.	Qualified personnel not at their required positions when refuelling with passengers on board	SAFA-A13-23	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-4.3.8.2	When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.			
A13	I	3	A6-I-4.3.8.12	An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.	No two-way communication established with the ground crew during refuelling with passengers on board	SAFA-A13-25	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A14	Mass and balance calculation	<p>Check for presence of a completed mass and balance sheet (either paper or digital format) and accuracy of the mass and balance calculations.</p> <p>Check if the actual load distribution is properly reflected in the M&amp;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.</p> <p><i>Note: If additional fuel was loaded, check that it is included on the Weight and balance documentation.</i></p> <p>Check if the crew has sufficient data available (in the OPS manual or AFM) to verify the mass and balance calculations.</p> <p><i>Note: For the crew to check the mass and balance calculation, a call to an operation center is to be considered as acceptable checking means. Therefore, before raising CAT 2 finding "SAFA A14-03 Insufficient data to enable the crew to check the Mass &amp; balance calculations", the inspector should ask the captain about his/her way to check this mass and balance calculation. The absence of data on DOW or DOI in the OPS Manual cannot constitute a finding on itself.</i></p> <p>Check whether the mass and balance calculations account for any operational (MTOM) restriction as a result of reduced MTOM for noise certification.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A14	I	2	A6-I-5.2.7	<p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a</p>	Incorrect mass and/or balance calculations, within a/c limits, and having minor effect on the performance calculations.	SAFA-A14-01	Provide further information as to why the calculations are incorrect.





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				parameter to determine the maximum landing mass, any other local atmospheric condition. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
			A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken;			
A14	I	3	A6-I-5.2.7	a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition. c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a	Incorrect mass and/or balance calculations, within a/c limits, but significantly affecting the performance calculations.	SAFA-A14-02	Provide further information as to why the calculations are incorrect.





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				parameter to determine the maximum landing mass, any other local atmospheric condition. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
A14	I	2	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken;	Insufficient data to enable the crew to check the Mass & balance calculations	SAFA-A14-03	Provide further information as to what in particular cannot be checked by the crew on the Mass & balance calculations
A14	I	3	A6-I-5.2.7	a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition. c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude	Mass and balance outside operational limits	SAFA-A14-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
A14	I	2	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	Load sheet does not reflect actual load distribution but within A/C limits	SAFA-A14-05	Indicate the particulars of the situation observed
A14	I	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	No mass and balance calculations performed	SAFA-A14-06	
A14	I	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	No completed mass and balance sheet on board	SAFA-A14-07	
A14	E	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:	Load sheet does not reflect actual load distribution with major impact on trim setting	SAFA-A14-10	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A15	Hand Fire Extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>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.</p> <p><i>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 the ramp inspection manual content on the categorisation of findings).</i></p> <p><i>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.</i></p> <p><i>Note: Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G UDF remark.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A15	I	2	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.	HFE not at indicated location	SAFA-A15-01	Provide further information as to where the HFE was found and where it is its indicated location
			A8-III A-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15	I	2	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:	HFE not marked with the appropriate operating instructions	SAFA-A15-02	







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.			
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15	I	3	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.	Insufficient number of serviceable HFE	SAFA-A15-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15	I	3	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.	HFE not accessible	SAFA-A15-04	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A16	Life jackets/flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable this should reported as General Remark (CAT G).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A16	I	2	A6-I-6.5.2.1	Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.	Life jackets/flotation devices not easily accessible when required for the type of flight	SAFA-A16-01	Provide further clarification as to why the required life jackets/flotation devices are not easily accessible
			A6-I-6.5.2.2	The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.			
A16	I	3	A6-I-6.5.2.1	Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.	Insufficient number of life jackets/flotation devices available and required for the type of flight	SAFA-A16-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.5.2.2	The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A17	Harness	<p>Check for presence and availability for all flight crew members.</p> <p>Check serviceability (including the automatic restraining device). If unserviceable, check the dispatch conditions in MEL.</p> <p><i>Note: If the proper functioning of the harness is restricted by the seat covering, consider it unserviceable.</i></p> <p><i>Note: If the automatic restraining device is unserviceable, consider the harness as unserviceable.</i></p> <p><i>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.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A17	I	2	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	Pilot harness does not incorporate an automatic restraining device	SAFA-A17-01	
A17	I	3	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	No or unserviceable safety harness for each flight crew seat (outside dispatch limits/conditions)	SAFA-A17-03	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions																												
A18	Oxygen equipment	<p>Check for presence, access and condition.</p> <p>Check if the oxygen masks allow for a quick donning (rapid fitment).</p> <p><i>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 (CAT G). However, a legitimate finding on the lack of quick donning masks can be raised if the flight crew is unable to prove that :</i></p> <ul style="list-style-type: none"> <li>- the masks are serviceable for all the flight crew members,</li> <li>- the masks enable radio communication,</li> <li>- the masks do not represent an hindrance to flight crew members wearing glasses.</li> </ul> <p>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.</p> <p><i>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.</i></p> <p><i>Note: In the case where the inspection reveals that the smoke goggles are unserviceable this should be reported as a General Remark (CAT G). However, if according to the operation manual/list of survival equipment such goggles have to be available and serviceable, appropriate follow-up measures have to be applied. Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the goggles unserviceable.</i></p> <p><i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	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
Absolute pressure				Metres	Feet																									
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A18	I	3	A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an	Oxygen equipment not readily accessible and required for the type of flight	SAFA-A18-01	Provide further information





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			as to why the required oxygen equipment is not readily accessible
A18	I	3	A6-I-4.4.5.2	All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.	Insufficient number of serviceable quick donning masks available	SAFA-A18-02	Indicate the particulars of the situation observed
A18	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen and/or serviceable oxygen masks	SAFA-A18-03	Indicate the particulars of the situation observed
			A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Chapter 4.3.9.1.			
A18	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Unserviceable oxygen system	SAFA-A18-04	Indicate the particulars of the situation observed
		A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.				
		A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Chapter 4.3.9.1.				







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A19	Independent portable light	<p>Check that appropriate independent portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access. Please note that flights partially travelling into the night shall meet this requirement.</p> <p><i>Note: Only aircraft operated at night require independent portable lights 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 independent portable light does not constitute a finding. This should however be reported as General Remark (CAT G).</i></p> <p><i>Note: If the proper functioning of the independent portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal independent portable lights 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).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A19	I	1	A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Serviceable independent portable light available to both pilots but not for other flight crew members during night operation	SAFA-A19-01	Indicate the particulars of the situation observed
			A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An independent portable light for each crew member station.			
A19	I	3	A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An independent portable light for each crew member station.	Independent portable lights not serviceable or readily available during night operation	SAFA-A19-02	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A19	I	3	A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An independent portable light for each crew member station.	Insufficient number of serviceable independent portable lights for all pilots during night operation	SAFA-A19-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			





Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence/Composition	<p>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 the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>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 the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if form and content (including English translation) is in compliance with ICAO Annex 1 (e.g. the means to easily determine the licence's privileges and validity of ratings).</p> <p>Check if the flight crew members are meeting the age requirements (60 years for single-pilot operations, 65 years for multi-pilot operations). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence.</p> <p>Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses).</p> <p>Check for endorsement of language proficiency (LP) in the licence.</p> <p><i>Note: The explicit mentioning of the LP 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.</i></p> <p><i>Note: With the adoption of Resolution A38-8, ICAO recognizes that States have made significant progress in implementing the English language provisions since their adoption in 2003. As a consequence, the flexibility clause relative to States that were not compliant with the language provisions by 5 March 2011 has been removed, and States may discontinue transmitting to ICAO their implementation plans for the language proficiency requirements. Language proficiency findings on licences shall be categorised as CAT 3 findings.</i></p> <p><i>Note: Notwithstanding the note above, whenever a licence holder is found not having his/her licence endorsed with the required ELP, but the inspector is satisfied that such flight crew member can obviously communicate effectively in English (e.g. in case of an English native speaker), the absence of the endorsement shall be reported as a CAT 1 finding.</i></p> <p><i>Note: Following the adoption of Resolution A38-8, the protocol questions of the USOAP Continuous Monitoring Approach (CMA) will be used to monitor the implementation of the language proficiency requirements. The relevant implementation information (which will provide the necessary tool to continuously monitor the status of compliance of the language proficiency requirements) will be made available on the ICAO web-page <a href="http://www.icao.int/safety/lpr/Pages/Language-Proficiency-Requirements.aspx">http://www.icao.int/safety/lpr/Pages/Language-Proficiency-Requirements.aspx</a>.</i></p> <p><i>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 finding. Such finding should be raised only by inspectors possessing an adequate English knowledge (e.g. native speakers, holders of a valid language proficiency certificate).</i></p>





		<p><i>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..</i></p> <p><i>Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the Part-FCL 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.</i></p> <p><i>Note: If the licence of a flight crew member was not found on board during the inspection, the CAT 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 CAT 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 CAT 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.</i></p> <p><i>Note: On 2 March 2018, the Basic Regulation together with the Treaty on the Functioning of the European Union (TFEU), including a list of the EU MSs was registered with ICAO as an international agreement under registration number 5950. This final step, as required in the Standard 1.2.2.3.1. ICAO Annex 1 on Personnel Licenses, developed in 2016 in close collaboration between EASA, the European Commission and ICAO, makes the mutual recognition of European pilot licences formally recognised within the ICAO framework. It is also noteworthy that the example of EASA may be followed by other regional safety oversight organisations (RSOO). The applicability may be verified after or before the ramp inspection.</i> <a href="https://cfapp.icao.int/dagmar/main.cfm?UserLang=">https://cfapp.icao.int/dagmar/main.cfm?UserLang=</a></p> <p>Check if the crew composition meets the minimum crew requirements (available in the OM / AFM). 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.</p>
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	I	1	A1-5.1.1.1	A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.	Form and/or content not in compliance with ICAO standard (licence, medical certificate)	SAFA-A20-01	Indicate what document (licence, medical certificate)
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>IVa) Date of birth;                      V) Address of holder if desired by the State;                      VI) Nationality of holder;                      VII) Signature of holder;                      VIII) Authority and, where necessary, conditions under which the licence is issued;                      IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;                      X) Signature of officer issuing the licence and the date of such issue;                      XI) Seal or stamp of authority issuing the licence;                      XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;                      XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and                      XIV) Any other details desired by the State issuing the licence.</p>			
			A1-6.1.1a,b	<p>Three classes of Medical Assessment shall be established as follows:                      a) Class 1 Medical Assessment;                      applies to applicants for, and holders of:                      - commercial pilot licences - aeroplane, airship, helicopter and powered-lift                      - multi-crew pilot licences - aeroplane                      - airline transport pilot licences - aeroplane, helicopter and powered-lift                      b) Class 2 Medical Assessment;                      applies to applicants for, and holders of:                      - flight navigator licences                      - flight engineer licences                      - private pilot licences - aeroplane, airship, helicopter and powered-lift                      - glider pilot licences                      - free balloon pilot licences</p>			
A20	I	3	A6-I-9.1.2	The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry,	No crew member holds a valid R/T licence/rating	SAFA-A20-02	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				authorizing operation of the type of radio transmitting equipment to be used.			
A20	I	2	A1-1.2.9.1	Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	Language proficiency endorsement expired	SAFA-A20-04	Indicate expiry date, the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-1.2.9.5	The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.			
			A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and XIV) Any other details desired by the State issuing the licence.			
A20	I	3	A1-1.2.9.1	Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	Language proficiency endorsement missing or lower than the required operational level (Level 4)	SAFA-A20-05	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
		A1-1.2.9.5	The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.				





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; XIV) Any other details desired by the State issuing the licence.			
A20	I	2	A6-I-3.1.8	Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.	Flight crew member(s) having obvious difficulty speaking in English, despite holding a valid ELP endorsement	SAFA-A20-06	Indicate the elements substantiating this assessment, as well as
		A1-1.2.9.1	Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.			licence issuer and number
A20	I	1	A1-1.2.9.1	Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	No endorsement of the required English language proficiency, but the flight crew member can obviously communicate effectively in English	SAFA-A20-07	Indicate the elements substantiating this assessment, as well as licence issuer and number
			A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and			







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				XIV) Any other details desired by the State issuing the licence.			
A20	I	2	A1-5.1.3	When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.	No English translation of ICAO required items of the licence	SAFA-A20-08	
A20	I	2	A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and XIV) Any other details desired by the State issuing the licence.	No mention of ICAO medical class	SAFA-A20-09	
			A1-6.1.1a,b	Three classes of Medical Assessment shall be established as follows: a) Class 1 Medical Assessment;			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>- commercial pilot licences - aeroplane, airship, helicopter and powered-lift</li> <li>- multi-crew pilot licences - aeroplane</li> <li>- airline transport pilot licences - aeroplane, helicopter and powered-lift</li> </ul> <p>b) Class 2 Medical Assessment; applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>- flight navigator licences</li> <li>- flight engineer licences</li> <li>- private pilot licences - aeroplane, airship, helicopter and powered-lift</li> <li>- glider pilot licences</li> <li>- free balloon pilot licences</li> </ul>			
A20	I	2	A1-1.2.1	<p>A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation.</p>	No proper validation issued by the State of registry	SAFA-A20-10	
		A1-1.2.2.1	<p>When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note.- This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either</p>				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				the physical return of the licence or the appearance of the licence holder before the Authorities of that State.			
			CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	1	2	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that: a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence. Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part I. Note 2.- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the	Spare correcting spectacles not available (for multi-pilot operations)	SAFA-A20-11	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.			
A20	I	3	A1-1.2.1	A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation	Flight crew member without appropriate licence/rating	SAFA-A20-12	
			A1-1.2.2.1	When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note.- This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.			
			CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	I	3	A1-1.2.5.2	Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.6 and 1.2.4.7 shall be valid from the date of the medical examination for a period not greater than: 60 months for the private pilot licence - aeroplane, airship, helicopter and powered-lift; 12 months for the commercial pilot licence - aeroplane, airship, helicopter and powered-lift; 12 months for the multi-crew pilot licence - aeroplane; 12 months for the airline transport pilot licence - aeroplane, helicopter and powered-lift; 60 months for the glider pilot licence; 60 months for the free balloon pilot licence; 12 months for the flight navigator licence; 12 months for the flight engineer licence; 48 months for the air traffic controller licence. Note 1.- The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1. Note 2.- When calculated in accordance with 1.2.5.2 and its subparagraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.	Medical certificate invalid for the privileges being exercised	SAFA-A20-13	
			A1-1.2.5.2.2	When the holders of airline transport pilot licences - aeroplane, helicopter and powered-lift, and commercial pilot licences - aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.			
			A1-1.2.5.2.3	When the holders of airline transport pilot licences - aeroplane, helicopter and powered-lift, commercial pilot licences - aeroplane, airship, helicopter and powered lift, and multi-crew pilot licences - aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.			
A20	I	3	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that: a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence. Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part I. Note 2.- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.	No correcting lenses available and/or used when required	SAFA-A20-14	Indicate the particulars of the situation observed
			A1-6.3.3.2.1	Applicants may use contact lenses to meet this requirement provided that: a) the lenses are monofocal and non-tinted; b) the lenses are well tolerated; and c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges. Note.- Applicants who use contact lenses may not need to have			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.			
A20	I	3	A1-2.1.10	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.	PIC aged 60 or more engaged in single pilot commercial air transport	SAFA-A20-15	
A20	I	3	A1-2.1.10	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.	Pilot aged 65 or more in commercial air transport	SAFA-A20-16	Please indicate which pilot(s) is over 65
A20	I	3	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that: a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence. Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part I. Note 2.- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.	Spare correcting spectacles not available (for single pilot operations)	SAFA-A20-17	
A20	I	1	A1-1.2.1	A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be	A valid and appropriate flight crew licence and/or medical certificate was	SAFA-A20-18	Indicate the missing document





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation	issued but not carried on board at the time of the inspection.		
			A1-1.2.2.1	When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note.- This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.			
			CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated			







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	I	3	A6-I-9.1.1	The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.	Insufficient number of flight crew members	SAFA-A20-19	Describe the observed situation vs. the requirements in the OPS Manual
A20	I	3	A6-I-4.10.2	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator;	Flight crew member not in compliance with the flight and duty time rules	SAFA-A20-20	Describe the observed situation vs. the requirements in the OPS Manual
			A6-I-Appendix 2, 2	The operations manual referred to in 1 shall contain at the least the following: 2.1.2 Information and policy relating to fatigue management including: a) policies pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chapter 4, 4.10.2 a);			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A21	Journey Log Book or equivalent	<p>Check for presence.</p> <p><i>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).</i></p> <p>Check if content of the journey log book/General Declaration complies with the requirement and if properly filled in.</p> <p>Check, when EFB are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A21	I	1	A6-I-4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. Note.- By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June-July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book".	Inconsistent data entered into the Journey log book	SAFA-A21-01	Indicate the particulars of the situation observed
			CC-34	There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.			
A21	I	2	A6-I-4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. Note.- By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June-July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book,	Flight details not recorded in a journey log book or General Declaration	SAFA-A21-02	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				may be considered by Contracting States to be an acceptable form of journey log book".			
			CC-34	There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.			
A21	I	2	CC-29d	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. d) Its journey log book;	Journey log book or equivalent not on board	SAFA-A21-03	
A21	I	2	A6-I-4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1.	Flight details not updated on EFB	SAFA-A21-04	
			CC-34	There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A22	Maintenance Release	<p>Check that the PIC certified that a maintenance release has been issued (usually by accepting the aeroplane).</p> <p><i>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.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A22	I	3	A6-I-4.3.1(a)(c)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane;</p> <p>c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;</p>	PIC did not certify that s/he is satisfied that a maintenance release has been issued	SAFA-A22-01	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A23	Defect notification and rectification (incl. Tech Log)	<p>Check for any deferred defects (specify in the report where necessary).</p> <p>Check that defects 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.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24CAT 2 &amp; CAT G procedure.</i></p> <p>When defect deferrals 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.</p> <p><i>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.</i></p> <p>Check, when EFB are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	I	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	SAFA-A23-01	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Item closed but not reported as such in the deferred defect list / hold item list	SAFA-A23-02	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	2	A6-I-8.4	8.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 8.4.2: a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; e) the current status of the aeroplane's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met. 8.4.2 The records in 8.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been	Maintenance action not properly reported	SAFA-A23-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>permanently withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.</p> <p>8.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.</p>			
			A6-I-8.5	<p>8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.</p> <p>8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry.</p>			
A23	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Deferred defect closed after the deadline and aircraft in operation during that period	SAFA-A23-04	Indicate the particulars of the situation observed
A23	I	2	A6-I-4.3.1(a)(c)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>a) the aeroplane is airworthy;</p> <p>c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;</p>	Known defect not reported/assessed	SAFA-A23-05	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	No evidence of identification nor monitoring of significant defect	SAFA-A23-06	Indicate the nature and extent of the defect
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Deferred defect open while the MEL rectification interval has expired	SAFA-A23-07	Indicate the defect and the rectification deadline







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Technical logbook entry not understood by the flight crew members.	SAFA-A23-08	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Incorrect rectification interval applied (but still within the prescribed MEL interval)	SAFA-A23-09	Indicate the particulars of the situation observed
A23	I	3	A6-I-4.3.1(a)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy;	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	SAFA-A23-10	Indicate if it was entered or not in the ATLB
A23	I	3	A6-I-8.1.4	The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.	Maintenance action not performed by appropriately qualified personnel	SAFA-A23-11	
			A6-I-8.7.6.2	The maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.			
A23	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL.	SAFA-A23-12	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	3	A6-I-8.7.5.2	The maintenance organization shall have the necessary technical data, equipment, tools and material to perform the work for which it is approved.	Maintenance personnel working on the aircraft without using appropriate tooling	SAFA-A23-13	
			A6-I-8.1.2	The operator shall not operate an aeroplane unless it is maintained and released to service by an organization approved in accordance with 8.7, or under an equivalent system, either of which shall be acceptable to the State of Registry.			
A23	I	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Technical logbook not updated on the EFB	SAFA-A23-15	
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A24	Pre-flight Inspection	<p>Check that the pre-flight or equivalent inspection is performed and duly certified.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G when a finding on the report or on the assessment of a technical defect is raised using the A23/A24 CAT 2 &amp; CAT G procedure.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A24	I	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy	SAFA-A24-01	
A24	I	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pilot in command certified that he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed	SAFA-A24-02	
A24	I	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but without identifying significant defects	SAFA-A24-03	Indicate the defect unnoticed
A24	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection not performed	SAFA-A24-04	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B01	General Internal Condition	<p>Check general condition, including lavatories, general condition and smoke detection systems, flammable furnishings.</p> <p>Check the stowage of baggage/equipment, or heavy/hard pointed objects which might be stored in the toilets (waste bags temporarily stowed in a locked toilet is considered acceptable).</p> <p>Check the service carts manufactured after 4 November 2005 for proper braking action.</p> <p><i>Note: Findings should only be raised in those cases where the braking action is obviously not meeting the standard. Carts with defective brakes may be used as storage carts in the galley as long as such defective carts are properly labelled.</i></p> <p>Check if placards, markings required are installed.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	I	2	A8-III A-1.4, A8-III B-1.3	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	SAFA-B01-01	Indicate the particulars of the situation observed
			A8-III A-1.5	1.5.1 Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. 1.5.2 The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.			
			A8-III B-1.4	The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.			
			A8-III A-8.2, A8-III B-6.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.			
B01	I	2	A8-III A-4.1.6 (f)	Fire precautions. The design of the aeroplane and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to	Cabin interior layout obviously not furnished in accordance with certified	SAFA-B01-02	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				minimize the possibility of in-flight and ground fires and also to minimize the production of smoke and toxic gases in the event of a fire. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused.	design specifications concerning flammable materials		the situation observed
			A8-IIIB-4.2 (f)	1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.			
B01	I	3	A8-IIIB-4.2(f)	1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste. 2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.	Smoke detection system not installed or inoperative (outside dispatch limits/conditions) and lavatory not placarded in compliance with MEL	SAFA-B01-03	Indicate the particulars of the situation observed
B01	I	3	A8-IIIB-4.2(f)	1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might	Disposal receptacles not equipped with a serviceable built-in fire extinguisher system	SAFA-B01-04	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</p> <p>2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.</p>			
B01	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Crew carry-on baggage not adequately and securely stowed during flight	SAFA-B01-05	Indicate the particulars of the situation observed
B01	I	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Loose or heavy objects in the cabin/galleys	SAFA-B01-06	Indicate the particulars of the situation observed
			A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured;			
B01	I	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Cabin equipment not properly secured	SAFA-B01-07	Indicate the particulars of the situation observed
			A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured;			
B01	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Stowage of luggage or loose articles in the toilets	SAFA-B01-08	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	I	3	A8-IIIB-4.2(f)	<p>1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</p> <p>2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.</p>	Lavatory smoke detection system obstructed	SAFA-B01-09	Indicate the particulars of the situation observed
B01	M	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	SAFA-B01-10	Indicate the particulars of the situation observed
B01	M	2			Galley or trolley (when used) waste receptacle access door cover inoperative	SAFA-B01-11	Indicate the particulars of the situation observed
B01	M	1			Damaged wall panels	SAFA-B01-12	Indicate the particulars of the situation observed
B01	M	3	(E)TSO-C175 SAE AS8056	For new models of carts identified and manufactured after 4 November 2005:	Unserviceable brakes of service cart(s)	SAFA-B01-13	Indicate the particulars of







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			EUROCAE ED-121	The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.			the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires	SAFA-B01-14	Indicate the particulars of the situation observed
B01	M	3			Lavatory waste receptacle access door cover inoperative	SAFA-B01-16	Indicate the particulars of the situation observed
B01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the passengers.	Safety markings and placards not applied or unreadable	SAFA-B01-17	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B02	Cabin attendant's station and crew rest area	<p>Check general condition and serviceability of the cabin crew seats.</p> <p><i>Note: If a cabin crew seat is found unserviceable check against MEL and check if the number of serviceable ones can accommodate the minimum required number of cabin crew members (information available in the operations manual).</i></p> <p><i>Note: If a cabin crew seat is found not to retract automatically impeding the rapid evacuation of the aeroplane in an emergency, this finding should be addressed under the item B12 – Access to emergency exit.</i></p> <p>Check presence and condition of the safety harness and/or belt.</p> <p><i>Note: Aeroplanes for which the individual CofA was issued on or after 1 January 1981 must be fitted with safety harnesses for the use of cabin crew members.</i></p> <p>Check accessibility of life jackets.</p> <p>Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B02	I	1	A6-I-6.16.1	6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.	Strap or buckle worn or damaged	SAFA-B02-01	Indicate the particulars of the situation observed
B02	I	2	A6-I-6.16.1	6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.	Cabin crew seat(s) not equipped with safety harness (only seat belt)	SAFA-B02-02	Indicate the particulars of the situation observed
B02	I	2	A6-I-6.5.2	6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in	Cabin crew life jackets (when required) not easily accessible	SAFA-B02-03	Indicate the particulars of





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>accordance with 5.2.9 or 5.2.10;</p> <p>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</p> <p>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</p> <p>6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p>Note.- "Landplanes" includes amphibians operated as landplanes.</p>			the situation observed
B02	I	3	A6-I-6.16.1	<p>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</p> <p>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.</p>	Cabin crew seat(s) unserviceable (outside dispatch limits/conditions)	SAFA-B02-04	Indicate the particulars of the situation observed
B02	I	3	A6-I-6.16.1	<p>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</p> <p>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.</p>	Cabin crew harness/seat belt not available or unserviceable on required cabin crew seats (outside dispatch limits/conditions)	SAFA-B02-05	Indicate the particulars of the situation observed
B02	I	3	A6-I-6.16.3	<p>Cabin crew seats provided in accordance with 6.16.1 and 6.16.2 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.</p>	Cabin crew seats not correctly located	SAFA-B02-06	Indicate the particulars of the situation observed
B02	M	3			Communication equipment unserviceable (outside dispatch limits/conditions)	SAFA-B02-07	Indicate the particulars of the situation observed





## INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B03	First Aid Kit / Emergency Medical Kit	<p>Check for presence, accessibility, adequacy and identification of medical supplies.</p> <p><i>Note: A First-aid kit or a medical kit or a universal precaution kit is only an ICAO recommendation.</i></p> <p><i>Note: ICAO does not require First aid kits / Emergency Medical Kits/Universal precaution kits to have an expiration (or next check) date. A First aid kit, emergency medical kit, universal precaution kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B03	I	1	A6-I-4.2.12.2	The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.	Medical supplies not at the indicated location	SAFA-B03-01	
B03	I	2	A6-I-6.2.2	An aeroplane shall be equipped with: a) accessible and adequate medical supplies; Recommendation.- Medical supplies should comprise: 1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and 2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and 3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.	Contents of the medical kit past expiration date	SAFA-B03-02	Indicate the particulars of the situation observed
B03	I	1	A6-I-6.2.2	An aeroplane shall be equipped with: a) accessible and adequate medical supplies; Recommendation.- Medical supplies should comprise: 1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and 2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a	Contents of the first-aid kit and/or universal precaution kit past expiration date	SAFA-B03-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				case of suspected communicable disease, or in the case of illness involving contact with body fluids; and 3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.			
B03	I	2	A8-III A-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Medical supplies not identified as such	SAFA-B03-04	Indicate the particulars of the situation observed
B03	I	3	A6-I-6.2.2	An aeroplane shall be equipped with: a) accessible and adequate medical supplies; Recommendation.- Medical supplies should comprise: 1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and 2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and 3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.	Medical supplies not available or not accessible during flight	SAFA-B03-05	Indicate the particulars of the situation observed



INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF  
RAMP INSPECTION (SAFA/SACA) FINDINGSDoc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B04	Hand Fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher is correctly secured in its bracket.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>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 it unserviceable.</p> <p><i>Note: HFEs in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. 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 the ramp inspection manual content on the categorisation of findings).</i></p> <p><i>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 it as unserviceable.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B04	I	2	A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not at indicated location	SAFA-B04-01	
B04	I	2	A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not marked with the appropriate operating instructions	SAFA-B04-02	
B04	I	3	A6-I-6.2.2(b)(2)	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the	Insufficient number of serviceable HFE	SAFA-B04-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				certificate of airworthiness of the aeroplane may count as one prescribed.			
B04	I	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	HFE not correctly secured	SAFA-B04-04	Indicate the particulars of the situation observed
B04	I	3	A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not readily accessible	SAFA-B04-05	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B05	Life jackets / Flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>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 it as unserviceable.</i></p> <p><i>Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see 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.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable, this should be reported as a General Remark (CAT G).</i></p> <p><i>Note: Infant life vest may be distributed to parents with children, both during boarding, or prior to landing on water in the likelihood of any ditching.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B05	I	2	A6-I-6.5.1(a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;	Life jackets / flotation devices not easily accessible and required for the type of flight	SAFA-B05-01	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.5.2	<p>6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2:</p> <p>a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10;</p> <p>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</p> <p>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</p> <p>6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p>Note.- "Landplanes" includes amphibians operated as landplanes.</p>			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B05	I	3	A6-I-6.5.1(a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;	Insufficient number of serviceable Life jackets / Flotation devices available and required for the type of flight	SAFA-B05-02	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.5.2	6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. 6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. Note.- "Landplanes" includes amphibians operated as landplanes.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B06	Seat belt and seat condition	Check condition of seats and belts.  Check for the availability and condition of extension belts (if needed).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	No extension belts available on board when necessary	SAFA-B06-01	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	1	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Passenger seats in poor condition	SAFA-B06-02	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	1	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Strap or buckle worn out or damaged	SAFA-B06-03	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. D.4.1 Seating and restraints			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	No serviceable seat belt available for each passenger on board	SAFA-B06-04	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Seat(s) unserviceable and not identified as such (outside dispatch limits/conditions)	SAFA-B06-05	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)(1)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator.	Seat(s)/berth(s) not certified to be installed on board of aircraft	SAFA-B06-06	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Baby berth(s) used without restraining belts	SAFA-B06-07	Indicate the particulars of the situation observed
			A8-III B-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B07	Emergency exit, lighting and independent portable lights	<p>Check for presence and condition of the emergency exit signs, lighting and marking and independent portable lights.</p> <p>Check for presence and condition of an escape path illumination system.</p> <p>Check for presence and condition of the visual indication of the path to emergency exits in smoke filled cabins.</p> <p>Check for the presence of operating instructions on the emergency exits.</p> <p><i>Note: Inspectors should be reminded that there is a difference between illuminated escape paths and a visual indication of the path to emergency exits in smoke filled cabins. Aeroplanes over 5 700 kg, for which application for certification was submitted before 13 June 1960, are not required to have an illumination of the escape path and exits. Aeroplanes over 5 700 kg, for which application for certification was submitted before 2 March 2004, are not required to have the visual indication of the path to emergency exits in smoke filled cabins. If an illuminated visual indication system is used, by means of low-mounted lights or the photoluminescent system, both requirements are met. Although the visual indication is not required by ICAO for most aircraft, the vast majority of aircraft is already equipped with such indications. Any defects of such means of indication should be governed by the MEL; the finding should make reference to the MEL.</i></p> <p>Check that appropriate independent portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access.</p> <p><i>Note: Only aircraft operated at night require independent portable lights for the crew, this includes flights partially operating into the night. When inspecting daylight only flights, the absence or unavailability of any independent portable light does not constitute a finding. This should however be reported as General Remark (CAT G).</i></p> <p><i>Note: If the proper functioning of a independent portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal independent portable lights are available, this should not be considered as a finding provided they are readily available to the cabin crew from their normal positions. This should however be reported as a General Remark (CAT G).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	I	1	A8-III A-4.1.7	<p>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to</p>	Emergency exit sign(s) lens/cover missing or broken	SAFA-B07-01	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.			
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
			A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. 4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
B07	I	2	A6-I- 6.10(f)	All aeroplanes, when operated at night shall be equipped with: f) an independent portable light for each crew member station.	Some of the cabin crew members have no serviceable portable lights available/readily accessible during night operations	SAFA-B07-02	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	I	3	A6-I- 6.10(f)	All aeroplanes, when operated at night shall be equipped with: f) an independent portable light for each crew member station.	None of the cabin crew members have a serviceable portable light available/readily accessible during night operations	SAFA-B07-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B07	I	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Emergency exit sign(s) out of order (outside dispatch limits/conditions)	SAFA-B07-04	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
			A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. 4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
B07	I	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	No means for illuminating the escape paths	SAFA-B07-05	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.5	Emergency lighting shall be provided and shall have the following characteristics: a) independence from main electrical supply; b) automatic activation upon loss of normal power/impact; c) visual indication of the path to emergency exits in smoke-filled cabin conditions; d) illumination both inside and outside the aeroplane during evacuation; and e) no additional hazard in the event of fuel spillage.			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-III B-4.6.2-4	<p>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</p> <p>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p> <p>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</p>			
B07	M	3			System for visually indicating the escape path(s) unserviceable (outside dispatch limits/conditions).	SAFA-B07-06	Indicate the particulars of the situation observed and the MEL reference
B07	I	2	A8-III A-4.1.7	<p>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p>	Emergency exit(s) not marked with the appropriate operating instructions	SAFA-B07-07	Indicate the particulars of the situation observed
			A8-III B-4.6.2-4	<p>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</p> <p>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>occur following an emergency landing.</p> <p>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</p>			
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B07	I	3	A8-III A-4.1.7	<p>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p>	Emergency exit(s), lighting and marking unserviceable (outside dispatch limits/conditions)	SAFA-B07-09	Indicate the particulars of the situation observed
		A8-III B-8.4	<p>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</p> <ul style="list-style-type: none"> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</li> </ul>				
		A8-III B-4.6.2-4	<p>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</p> <p>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to</p>				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>occur following an emergency landing.</p> <p>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</p>			
B07	I	3	A8-III A-4.1.7	<p>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p>	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	SAFA-B07-10	Indicate the particulars of the situation observed
			A8-III B-8.4	<p>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</p> <ul style="list-style-type: none"> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</li> </ul>			
			A8-III B-4.6.2-4	<p>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</p> <p>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p> <p>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B08	Slides/Life-Rafts (as required), ELT	<p>Check number and serviceability of slides/slide rafts/life rafts.</p> <p><i>Note: Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL.</i></p> <p><i>Note: ICAO requires the carriage of floatation 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.</i></p> <p>Check presence and type of ELT (s) and serviceability. So as to verify that an ELT is broadcasting on 406 MHz, evidence may be found on the ELT itself (if portable), on the Aircraft Radio Station Licence (although there is no requirement for the frequency to be listed there), or in the operations manual (included in the list containing the emergency and survival equipment).</p> <p><i>Note:</i></p> <ul style="list-style-type: none"> <li>(1) . aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of 19 or less shall be equipped with at least one ELT of any type;</li> <li>(2) . aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of more than 19 need to be equipped with at least one automatic ELT or two ELTs of any type;</li> <li>(3) . aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of 19 or less need to be equipped with at least one automatic ELT;</li> <li>(4) . aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either two ELTs (one of which is automatic) or one ELTs and one aircraft localisation means meeting the requirement of A6-I-6.18.</li> </ul> <p><i>Note: If no evidence could be found as to what frequency the ELT is broadcasting, then this should be reported as a General Remark (CAT G).</i></p> <p><i>Note: In case any ELT(s) in excess of those required are not capable of simultaneously transmitting on 406 MHz and 121.5 MHz, whereas the required one(s) does, this should be reported as a General Remark (CAT G).</i></p> <p><i>Note: Where the ICAO references mention "the first issue of the individual certificate of airworthiness", this should be understood as the first certificate of airworthiness delivered to the aircraft after production.</i></p> <p>Check equipment for pyrotechnical distress signals (if required and easily accessible).</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	I	2	A6-I-6.5.3.1(b)	6.5.3.1 In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane	No equipment for making the pyrotechnical distress signals when	SAFA-B08-01	Indicate the particulars of





## INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc #	INST.RI.01/003
Approval Date	20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes:</p> <p>b) equipment for making the pyrotechnical distress signals described in Annex 2.</p>	required for long-range over-water flights		the situation observed
B08	I	3	A8-III A-4.1.7	<p>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p>	Insufficient number of serviceable slides/slide rafts	SAFA-B08-02	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-III B-6.3	<p>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</p>			
			A8-III B-8.4	<p>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</p> <p>a) number of seats and seating configuration;  b) number, location and size of exits;  c) marking of exits and provision of instructions for use;  d) likely blockages of exits;  e) operation of exits; and  f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</p>			
B08	I	3	A6-I-6.5.3.1(a)	<p>6.5.3.1 In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency</p>	Insufficient number of serviceable rafts and required for long-range over water flights	SAFA-B08-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken;			
B08	I	3	A6-I-6.17.2	Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Insufficient number of compliant ELTs (outside dispatch limits/conditions)	SAFA-B08-04	Indicate the particulars of the situation observed
			A6-I-6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.			
			A6-I-6.17.4	Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.			
			A6-I-6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.			
B08	I	3	A6-I-6.17.6	ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 shall operate in accordance with the relevant provisions of Annex 10, Volume III.	ELT(s) not capable of simultaneously transmitting on 406 MHz and 121.5 MHz	SAFA-B08-05	Indicate the particulars of the situation observed
			A10-III-II-5-5.1.4	From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.			
B08	I	3	A6-I-6.17.2	Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	No automatic ELT available when required	SAFA-B08-06	Indicate the particulars of the situation observed
			A6-I-6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.			
B08	I	3	A8-III A-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Portable ELT not at indicated location	SAFA-B08-07	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions																												
B09	Oxygen Supply (cabin crew and passengers)	<p>Check if the PBE (Personal Breathing Equipment) is at the indicated location and adequately marked with its operating instructions.</p> <p>Check PBE for serviceability and minimum required number.</p> <p>Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used.</p> <p>Check number / serviceability of oxygen dispensing units or oxygen masks (when possible).</p> <p><i>Note: if the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.</i> <i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i></p> <table border="1"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	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
Absolute pressure				Metres	Feet																									
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09	I	2	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Protective breathing equipment not at indicated location	SAFA-B09-01	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			







Inspection Item	Std.	Cat.	Std ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09	I	2	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Oxygen equipment not readily accessible and required for the type of flight	SAFA-B09-02	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B09	I	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Aeroplane not equipped with an automatic deployable oxygen system (individual CofA issued on or after 9 November 1998) and flight planned above FL 250	SAFA-B09-03	
B09	I	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA issued on or after 9 November 1998 (outside dispatch limits/conditions)	SAFA-B09-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.			
B09	I	2	A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.	Oxygen equipment not adequately marked with its operating instructions	SAFA-B09-05	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	SAFA-B09-06	Indicate the particulars of the situation observed
			A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std . ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			
B09	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen (quantity and/or dispensing units) for all cabin crew and 10% of passengers (and required for the type of flight) – non-pressurized flight between FL 100 and FL 130, in excess of 30 min	SAFA-B09-07	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			
B09	I	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of .3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Automatic oxygen deploying system unserviceable (damaged/taped drop-out panels) outside dispatch limits/conditions	SAFA-B09-08	Indicate the particulars of the situation observed
B09	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	SAFA-B09-09	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				pressure in compartments occupied by them will be less than 620 hPa.			
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
B09	I	3	A8-IIIA-4.1.7.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Oxygen bottles not correctly secured	SAFA-B09-10	Indicate the particulars of the situation observed
			A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B10	Safety Instructions	<p><i>Note: ICAO requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (oral briefing, video demonstration, or a combination of these methods). In addition, safety briefing cards are to be provided with picture-type instructions and have to be in a sufficient number on-board.</i></p> <p>Check for safety briefing cards accuracy and that sufficient numbers for all passengers are available.</p> <p>Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated provisions of the MEL.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B10	I	1	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: <ul style="list-style-type: none"> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul>	Insufficient safety briefing cards for all passengers on board	SAFA-B10-01	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: <ul style="list-style-type: none"> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:                             <ul style="list-style-type: none"> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits;</li> </ul> </li> </ul>			
B10	I	1	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: <ul style="list-style-type: none"> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> </ul>	Safety briefing cards in poor condition	SAFA-B10-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				e) other emergency equipment provided for individual use, including passenger emergency briefing cards.			
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			
B10	I	2	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	Safety briefing cards contain inaccurate information	SAFA-B10-03	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			
B10	I	2	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the	'Fasten seat belt' sign(s) unserviceable	SAFA-B10-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.			
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			
B10	I	3	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	'Return to Seat' signs in lavatory unserviceable (outside dispatch limits/conditions)	SAFA-B10-05	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			
B10	I	3	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed;	No safetybriefing cards on board	SAFA-B10-06	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.			
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			
B10	I	3	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	Safety briefing cards not for the correct aircraft type and/or configuration	SAFA-B10-07	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B11	Cabin crew members	<p>Check if the cabin crew composition meets the minimum crew requirements (available in the operations manual).</p> <p>Check if the cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment.</p> <p>When circumstances dictate (e.g. aircraft undergoes significant delay) check whether the cabin crew members are in compliance with the flight and duty time rules contained within the operations manual.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B11	I	2	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew member(s) not familiar with the cabin emergency procedures	SAFA-B11-01	Indicate the particulars of the situation observed
B11	I	2	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew not familiar with the location and/or operation of emergency equipment	SAFA-B11-02	Indicate the particulars of the situation observed
B11	I	3	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Insufficient number of cabin crew members	SAFA-B11-03	Indicate the particulars of the situation observed
B11	I	3	A6-I-4.10.2	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either:	Cabin crew member not in compliance with the flight and duty time rules	SAFA-B11-07	Describe the observed situation vs.





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator;			the requirements in the OPS Manual
			A6-I-Appendix 2, 2	The operations manual referred to in 1 shall contain at the least the following: 2.1.2 Information and policy relating to fatigue management including: a) policies pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chapter 4, 4.10.2 a);			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B12	Access to emergency exits	<p>Check floor/carpets/panels condition.</p> <p>Check if access to emergency exits impeded by baggage/seats/tables</p> <p><i>Note: Certain types of emergency exits may be oversized. Having seat rows next to such an exit, might not necessarily constitute a finding. As long as the remaining projected opening meets the minimum dimensions required for certification, no finding should be raised.</i></p> <p><i>Note: The row of seats ahead an emergency exit must not recline, however the row adjacent to the exit (namely the 'exit row') might recline, provided that no further emergency exit is immediately behind.</i></p> <p><i>Note: If the condition of the tray table latch is such that it fails to maintain the table in its upright position when it is subject to deceleration forces or shockloads, it should be raised as a finding. However, the categorisation depends on the location of the table concerned (adjacent to an emergency exit or not).</i></p> <p><i>Note: Depending on the certification standards, certain aircraft types may have special table latches (one-way or recessed locks on tray table latches) near the emergency exits which should prevent inadvertent release of the tables during the evacuation of the aircraft. Only for those aircraft the absence of the special latches should be considered as a finding. Inspectors should therefore be particularly cautious while identifying such findings.</i></p> <p><i>Note: Depending on the certification standards, it may be possible for certain aircraft type to have a seat located directly near the emergency exits that don't recline. No finding should be raised in this case.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B12	I	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Floor/carpet in poor condition affecting the rapid evacuation	SAFA-B12-01	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	2	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Damaged wall panel or cabin crew seat lower stowage container access door latches not secure or unserviceable in the vicinity of emergency exit, possibly obstructing the exit	SAFA-B12-02	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIB-8.4(d)	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: d) likely blockages of exits;	Not-recessed tray table latch can be opened in the direction of evacuation (no one-way lock)	SAFA-B12-03	Indicate the particulars of the situation observed
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Not-recessed tray table latch can be opened in the direction of evacuation (for retrofitted aircraft)	SAFA-B12-04	Indicate the particulars of the situation observed and the details on the certification provisions
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by baggage or cargo	SAFA-B12-05	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (total rows)	SAFA-B12-06	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration;			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Cabin crew seat does not retract automatically impeding the access to emergency exit	SAFA-B12-07	Indicate the particulars of the situation observed
		A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.				
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (oversized seat cushions)	SAFA-B12-08	Indicate the particulars of the situation observed
		A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits;				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	1	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits)	SAFA-B12-09	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats adjacent to emergency exits)	SAFA-B12-10	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use;			







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B13	Stowage of passenger baggage	Check storage of baggage (including heavy and oversized baggage).  Check the condition of the overhead bins.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Hard or heavy baggage stored in open hat-racks	SAFA-B13-01	Indicate the particulars of the situation observed
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage stowed in unserviceable overhead bins	SAFA-B13-02	Indicate the particulars of the situation observed
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Oversized baggage transported in the cabin not adequately secured	SAFA-B13-03	Indicate the particulars of the situation observed
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage not stowed securely	SAFA-B13-04	Indicate the particulars of the situation observed
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Overhead bins loaded in excess of the placarded weight limitation	SAFA-B13-05	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
B14	Seat capacity	Check number of available seats.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B14	I	3	A6-I-6.2.2(c)(1)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator.	Passengers on board in excess of the number of available seats	SAFA-B14-01	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C01	General external condition	<p>Check general condition of the airframe:</p> <ul style="list-style-type: none"> <li>corrosion;</li> <li>presence of ice, snow, frost;</li> <li>legibility of markings.</li> </ul> <p><i>Note: Although missing underwing registrations are a non-compliance with international requirements, the safety relevance is considered low. Therefore, such non-compliance should be recorded as a General Remark (CAT G) only.</i></p> <p><i>Note: Markings may be in languages other than English.</i></p> <p><i>Note: ICAO does not require that break-in points need to be marked (however: if such markings are being used, they should be according to a certain format).</i></p> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.</i></p> <ul style="list-style-type: none"> <li>loose or missing fasteners and rivets;</li> <li>presence and condition of the antennas;</li> <li>presence and condition of the static dischargers;</li> <li>condition and functionality of the exterior lights etc.</li> </ul> <p><i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p> <p><i>Note: Before raising a finding, the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL). Unserviceable lights, not required for the type of flight, should be reported as a General Remark only.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SAFA-C01-01	Indicate the particulars of the situation observed
C01	I	2	A6-I-6.2.4.1	If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	Break-in point markings (if applied) faded or incorrectly marked	SAFA-C01-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

C01	I	3	A8-III A-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Paint damage with exposed composite (outside dispatch limits/conditions)	SAFA-C01-03	Indicate the particulars of the situation observed
C01	I	2	A8-III A-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Poor condition of de-icing system	SAFA-C01-04	Indicate the particulars of the situation observed
C01	I	2	A8-III A-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Ground servicing placards and markings not applied or unreadable	SAFA-C01-05	Indicate the particulars of the situation observed
C01	I	1	A8-III A-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	SAFA-C01-06	Indicate the particulars of the situation observed
C01	I	3	A8-III A-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Major corrosion (outside dispatch limits/conditions)	SAFA-C01-07	Indicate the particulars of the situation observed
C01	E	3	SERA.3215	(a) Except as provided by (e), at night all aircraft in flight shall display: (1) anti-collision lights intended to attract attention to the aircraft; and (2) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.. (b) Except as provided by (e), at night: (1) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; (2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable; (3) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and	Required aircraft lights unserviceable (outside dispatch limits/conditions) or not displayed.	SAFA-C01-08	Indicate the particulars of the situation observed





			<p>(4) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.</p> <p>(c) Except as provided by (e), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (a)(1) shall display such lights also during day.</p> <p>(d) Except as provided by (e), all aircraft:</p> <p>(1) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (b)(3); or</p> <p>(2) on the movement area of an aerodrome and fitted with lights to meet the requirement of (b)(4); shall display such lights also during day.</p>			
		A6-I-6.10	<p>All aeroplanes when operated at night shall be equipped with:</p> <p>a) all equipment specified in 6.9;</p> <p>b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome;</p> <p>Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 1. The general characteristics of lights are specified in Annex 8.</p> <p>c) two landing lights;</p> <p>Note.— Aeroplanes not certificated in accordance with Annex 8 which are equipped with a single landing light having two separately energized filaments will be considered to have complied with 6.10 c).</p> <p>d) illumination for all instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew;</p> <p>e) lights in all passenger compartments; and</p> <p>f) an independent portable light for each crew member station.</p>			
C01	M	3		Static discharger(s) missing or damaged outside dispatch limits/conditions	SAFA-C01-10	Indicate the particulars of the situation observed
C01	M	3		Antenna(s) missing or damaged outside dispatch limits/conditions	SAFA-C01-11	Indicate the particulars of the situation observed
C01	M	3		Pressure port (and/or RVSM area) damaged or contaminated (outside dispatch limits/conditions)	SAFA-C01-12	Indicate the particulars of the situation observed





C01	M	3			Tail skid wear outside dispatch limits/conditions	SAFA-C01-13	Indicate the particulars of the situation observed
C01	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C01-16	Indicate the particulars of the situation observed
C01	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C01-17	Indicate the particulars of the situation observed
C01	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C01-18	Indicate the particulars of the situation observed
C01	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C01-19	Indicate the particulars of the situation observed
C01	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C01-20	Indicate the particulars of the situation observed
C01	M	3			Bonding wires broken or missing with major influence on safety	SAFA-C01-21	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C02	Doors and hatches	<p>Check for:</p> <ul style="list-style-type: none"> <li>• condition of doors, hatches and associated seals.</li> <li>• presence and condition of bonding wires;</li> <li>• loose or missing fasteners and rivets;</li> <li>• door external markings, operation instructions;</li> </ul> <p><i>Note: Only those doors which can be opened from the outside need external markings.</i></p> <p><i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C02	M	2			Door handle(s), lever(s), access panel(s) not flush	SAFA-C02-02	Indicate the particulars of the situation observed
C02	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Door operation instructions missing or unclear	SAFA-C02-03	Indicate the particulars of the situation observed
C02	M	3			Cargo door lock inspection glasses blind and no other means to verify locking position(s)	SAFA-C02-04	Indicate the particulars of the situation observed
C02	M	3			Door seal damaged outside dispatch limits/conditions	SAFA-C02-05	Indicate the particulars of the situation observed
C02	M	3			Door(s) unserviceable outside dispatch limits/conditions	SAFA-C02-06	Indicate the particulars of the situation observed







C02	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C02-07	Indicate the particulars of the situation observed
C02	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C02-08	Indicate the particulars of the situation observed
C02	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C02-09	Indicate the particulars of the situation observed
C02	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C02-10	Indicate the particulars of the situation observed
C02	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA- C02-11	Indicate the particulars of the situation observed
C02	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA- C02-12	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C03	Flight controls	<p>Check external Flight Controls.</p> <p>Check for hydraulic leakage.</p> <p>Check presence and condition of the static dischargers.</p> <p>Check presence and condition of bonding wires.</p> <p>Check for loose or missing fasteners and rivets.</p> <p><i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	3			Hydraulic leak outside dispatch limits/conditions	SAFA-C03-02	Indicate the particulars of the situation observed
C03	M	3			Static discharger(s) missing (outside dispatch limits/conditions)	SAFA-C03-03	Indicate the particulars of the situation observed
C03	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.	Flight controls unserviceable	SAFA-C03-04	Indicate the particulars of the situation observed
C03	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C03-06	Indicate the particulars of the situation observed
C03	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C03-07	Indicate the particulars of the situation observed





C03	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C03-08	Indicate the particulars of the situation observed
C03	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C03-09	Indicate the particulars of the situation observed
C03	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C03-10	Indicate the particulars of the situation observed
C03	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C03-11	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C04	Wheels, tyres and brakes	<p>Inspect wheels and tyres for damage and wear. When possible, check for correct tyre pressure.</p> <p>Check the condition of the braking system.</p> <p>Check the condition of the landing gear snubbers.</p> <p><i>Note: Some aircraft manufacturers may approve a certain amount of flights with tires or brakes worn out or damaged beyond AMM limits.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C04	M	1			Brake wear indicator pin(s) missing (at least one pin remaining) and not recorded	SAFA-C04-01	Indicate the particulars of the situation observed
C04	M	G			Tyre inflation valve(s) cap missing	SAFA-C04-02	Indicate the particulars of the situation observed
C04	M	G			Brake assembly bleed valve dust cap(s) missing	SAFA-C04-03	Indicate the particulars of the situation observed
C04	M	3			Brake(s) unserviceable and not recorded	SAFA-C04-04	Indicate the particulars of the situation observed
C04	M	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors) and not recorded	SAFA-C04-05	Indicate the particulars of the situation observed
C04	M	3			Leaking hydraulic braking system (outside dispatch limits/conditions)	SAFA-C04-06	Indicate the particulars of the situation observed





C04	M	3			Nose landing gear wheel snubbers worn outside dispatch limits/conditions	SAFA-C04-07	Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside dispatch limits/conditions	SAFA-C04-08	Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded	SAFA-C04-09	Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside dispatch limits/conditions	SAFA-C04-10	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C05	Undercarriage, skids/floats	<p>Check presence and condition of the water/debris deflectors (if required to be installed).</p> <p>Check skids/floats for obvious damages.</p> <p>Check for presence and legibility of inspection markings/placards.</p> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer. Check for condition, lubrication, corrosion, leaks, damage and inappropriate strut extension.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C05	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SAFA-C05-01	Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective	SAFA-C05-02	Indicate the particulars of the situation observed
C05	M	G			Gear strut valve cap(s) missing	SAFA-C05-03	Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside dispatch limits/conditions	SAFA-C05-04	Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed	SAFA-C05-05	Indicate the particulars of the situation observed
C05	I	2	A8-III A-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in the ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights	Ground servicing markings not applied or unreadable	SAFA-C05-06	Indicate what marking were missing/unreadable, including the appropriate





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

							AMM/SRM reference
C05	I	1	A8-III A-4.1.4 A8-III B-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	SAFA-C05-07	Indicate the particulars of the situation observed
C05	I	3	A8-III A-4.1.4 A8-III B-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Major corrosion (outside dispatch limits/conditions)	SAFA-C05-08	Indicate the particulars of the situation observed
C05	M	3			Seepage/leakage outside dispatch limits/conditions	SAFA-C05-09	Indicate the particulars of the situation observed
C05	M	3			Strut pressure outside dispatch limit/conditions	SAFA-C05-10	Indicate the particulars of the situation observed
C05	M	2			Safety markings not applied or unreadable	SAFA-C05-11	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C06	Wheel well	<p>Check for cleanliness and damage.</p> <p>Check for lubrication, leakage &amp; corrosion.</p> <p>Check for lubrication, leakage &amp; corrosion and wear on door fittings and hinges.</p> <p>Check for loose or missing fasteners and rivets.</p> <p>Check for presence and condition of bonding wires.</p> <p><i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C06	M	3			Landing gear door(s) damaged outside dispatch limits/conditions	SAFA-C06-01	Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)	SAFA-C06-02	Indicate the particulars of the situation observed
C06	I	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	SAFA-C06-04	Indicate the particulars of the situation observed
C06	I	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Major corrosion (outside dispatch limits/conditions)	SAFA-C06-05	Indicate the particulars of the situation observed
C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable	SAFA-C06-06	Indicate the particulars of the situation observed







C06	M	3			Seepage/leakage outside dispatch limits/conditions	SAFA-C06-07	Indicate the particulars of the situation observed
C06	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C06-08	Indicate the particulars of the situation observed
C06	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C06-09	Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C06-10	Indicate the particulars of the situation observed
C06	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C06-11	Indicate the particulars of the situation observed
C06	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C06-12	Indicate the particulars of the situation observed
C06	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C06-13	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C07	Powerplant and pylon	<p>Check for:</p> <ul style="list-style-type: none"> <li>dents and loose/missing fasteners;</li> <li>LPT/LPC blades and IGV/OGV (where visible), obvious damage to sensors;</li> <li>cracks;</li> <li>panels are aligned and handles are flush;</li> <li>unusual damage and leaks;</li> <li>the condition of the thrust reverser;</li> <li>the condition of the Intake acoustic liners;</li> <li>presence and legibility of the markings and placards.</li> </ul> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.</i></p> <p><i>Note: The finding categorisation related to missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C07	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SAFA-C07-01	Indicate the particulars of the situation observed
C07	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in the ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights	Ground servicing markings not applied or unreadable	SAFA-C07-02	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C07	M	2			Significant damage in the intake and exhaust area	SAFA-C07-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C07	M	3			Damage (dents, nicks, cracks) outside dispatch limits/conditions	SAFA-C07-04	Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside dispatch limits/conditions	SAFA-C07-05	Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	SAFA-C07-06	Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	SAFA-C07-07	Indicate the particulars of the situation observed
C07	M	3			Thrust reverser/blocker doors not fully stowed	SAFA-C07-09	Indicate the particulars of the situation observed
C07	M	1			Loose and/or missing fastener with minor influence on safety	SAFA-C07-10	Indicate the particulars of the situation observed
C07	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C07-11	Indicate the particulars of the situation observed
C07	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C07-12	Indicate the particulars of the situation observed
C07	M	2			Safety markings not applied or unreadable	SAFA-C07-13	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C08	Fan blades, propellers, rotors (main/tail)	<p>Check for FOD damage, cracks, cuts, corrosion, erosion etc.</p> <p>Check for corrosion, looseness of blades in hub, stone damage etc.</p> <p>Check the de-ice boots for damage where fitted.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C08	M	3			Fan blade(s) LPT and HPT, IGV/OGV damaged outside dispatch limits/conditions	SAFA-C08-01	Indicate the particulars of the situation observed
C08	M	3			Propeller de-icing system unserviceable (outside dispatch limits/conditions)	SAFA-C08-02	Indicate the particulars of the situation observed
C08	M	3			Propeller(s) damaged outside dispatch limits/conditions	SAFA-C08-03	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C09	Obvious repairs	Check for repairs of unusual design or poorly performed.  <i>Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent &amp; buckle chart). The flight crew might not be aware of the status of temporary repairs as it could be under the control of the maintenance organisation.</i>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C09	M	2			Previous repair in poor condition	SAFA-C09-01	Indicate the particulars of the situation observed
C09	M	3			Repairs obviously not carried out in accordance with the applicable AMM/SRM	SAFA-C09-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C10	Obvious unrepaired damage	Check for un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc. . Check that any damage is observed, assessed, and possibly recorded on a damage chart/buckle & dent chart.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C10	M	3			Structural damage affecting the airworthiness of the aircraft	SAFA-C10-01	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C11	Leakage	Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice). <i>Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.</i>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C11	M	3			Leakage outside dispatch limits/conditions	SAFA-C11-01	Indicate the particulars of the situation observed
C11	M	3			Servicing doors/panels, drains blocked by ice or other debris	SAFA-C11-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
D01	General condition of cargo compartment	<p>Check the general condition of cargo compartment.</p> <p>Check lighting, fire protection, detection &amp; extinguishing system (if appropriate).</p> <p>Check side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain.</p> <p>Check the presence and condition of cargo barrier/dividing nets.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D01	M	1			Minor defects with limited effect on safety	SAFA-D01-01	Indicate the particulars of the situation observed
D01	I	2	A8-III A-1.4, A8-III B-1.3 A8-III A-1.5, A8-III B-1.4	<p>Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.</p> <p>1.5.1 Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted.</p> <p>1.5.2 The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.</p>	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	SAFA-D01-02	Indicate the particulars of the situation observed
D01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Ground servicing markings not applied or unreadable	SAFA-D01-03	Indicate the particulars of the situation observed
D01	M	3			Cargo bay smoke detection test fail or outside dispatch limits/conditions	SAFA-D01-04	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	SAFA-D01-05	Indicate the particulars of







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				the aircraft ineligible for operation until the aircraft is restored to an airworthy condition			the situation observed
D01	M	3			Damage to panelling and/or lining outside limits	SAFA-D01-06	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Unserviceable fire extinguishing system and the affected cargo compartment is used	SAFA-D01-07	Indicate the particulars of the situation observed
D01	M	3			Floor locks unserviceable outside dispatch limits/conditions (with cargo)	SAFA-D01-08	Indicate the particulars of the situation observed
D01	M	3			No or unserviceable required barrier net	SAFA-D01-09	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	No smoke barrier/curtain (if applicable)	SAFA-D01-10	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Structural or floor damage outside dispatch limits/conditions	SAFA-D01-11	Indicate the particulars of the situation observed
D01	I	3	A8-III A-4.1.6.(g)	Fire suppression. For aeroplanes for which the application for certification was submitted on or after 12 March 2000, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.	Cargo compartment (s) not equipped with fire suppression systems	SAFA-D01-12	Indicate the particulars of the situation observed
			A8-III B-4.2 (g)	1) each cargo compartment accessible to a crew member in a passenger-carrying aeroplane shall be equipped with a fire suppression system;			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				2) each cargo compartment not accessible to a crew member shall be equipped with a built-in fire detection system and a built-in fire starvation or suppression system; and 3) cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.			
D01	M	3			Cargo compartment lighting damaged outside dispatch limits/conditions	SAFA-D01-13	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
D02	Dangerous Goods	<p>If dangerous goods are on board, check that the pilot has received appropriate notification.</p> <p>Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air).</p> <p><i>Note: if a finding is raised on this point, report it under A04 – Manuals.</i></p> <p>Check that Technical Instructions as per ICAO Doc. 9284 are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation.</p> <p>Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284).</p> <p>Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the operations specifications, report it under A10.</p> <p>Check, when required, the crew access to the cargo area in case of transportation of CAO goods.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D02	I	2	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, not concerning CAO packages	SAFA-D02-01	Indicate the particulars of the situation observed
D02	I	3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, concerning CAO packages	SAFA-D02-02	Indicate the particulars of the situation observed
D02	I	3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	SAFA-D02-03	Indicate the particulars of the situation observed
D02	I	3	A18-8.4	8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft. 8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any	Damaged and/or leaking packages/overpacks containing DG	SAFA-D02-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>evidence of leakage from, or damage to, any dangerous goods contained therein.</p> <p>8.4.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.</p> <p>8.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.</p>			
D02	I	3	A18-8.8	When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times	Dangerous goods not correctly loaded and/or secured	SAFA-D02-05	Indicate the particulars of the situation observed
D02	I	3	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.	DG label incorrect or missing	SAFA-D02-06	Indicate the particulars of the situation observed
D02	I	2	DOC 9284 (Part 7)	<p>2.8.1 Each unit load device containing dangerous goods which require a class hazard label must display an identification tag on its exterior indicating that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible.</p> <p>2.8.2 The identification tag must:</p> <p>a) have a border of prominent red hatchings on both sides and be</p>	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	SAFA-D02-07	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>visible at all times</p> <p>b) have minimum dimensions of 148mm x 210mm; and</p> <p>c) be legibly marked with the primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods.</p> <p>2.8.3 When placed inside a protective tag holder, the information on the identification tag must be legible and visible.</p> <p>2.8.4 If the unit load device contains packages bearing the "Cargo aircraft only" label, either that label must be visible or the identification tag must indicate that the unit load device can be loaded only on a cargo aircraft.</p> <p>2.8.5 The identification tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</p>			
D02	I	3	DOC 9284 (Part 7)	<p>2.8.1 Each unit load device containing dangerous goods which require a class hazard label must display an identification tag on its exterior indicating that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible.</p> <p>2.8.2 The identification tag must:</p> <p>a) have a border of prominent red hatchings on both sides and be visible at all times</p> <p>b) have minimum dimensions of 148mm x 210mm; and</p> <p>c) be legibly marked with the primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods.</p> <p>2.8.3 When placed inside a protective tag holder, the information on the identification tag must be legible and visible.</p> <p>2.8.4 If the unit load device contains packages bearing the "Cargo aircraft only" label, either that label must be visible or the identification tag must indicate that the unit load device can be loaded only on a cargo aircraft.</p> <p>2.8.5 The identification tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</p>	Required identification tag missing (CAO packages inside)	SAFA-D02-08	Indicate the particulars of the situation observed
D02	I	2	A18-8.1	<p>An operator shall not accept dangerous goods for transport by air:</p> <p>a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and</p> <p>b) until the package, overpack or freight container containing the</p>	DG identification tag improperly used	SAFA-D02-09	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.			
D02	I	2	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.	DG identification tag not compliant with technical instructions	SAFA-D02-10	Indicate the particulars of the situation observed
D02	I	3	DOC 9284 (Part 3)	4.1.1 Limited quantities of dangerous goods may only be carried in accordance with the limitations and provisions of this chapter and must meet all the applicable requirements of the Technical Instructions unless otherwise provided for below. 4.1.3 The limitations and provisions of this chapter for the transport of dangerous goods in limited quantities apply equally to both passenger and cargo aircraft. 4.3.1 The net quantity per package must not exceed the quantity specified in column 11 of Table 3-1 against the packing instruction number identified by the prefix letter "Y" in column 10. 4.3.2 The gross mass per package must not exceed 30 kg. 5.1.2 Dangerous goods which may be carried as excepted quantities in accordance with this chapter are shown in column 9 of the dangerous goods list by means of an alphanumeric code as indicated in Table 3-3 (...)	Dangerous goods carried as limited quantities or excepted quantities but limits exceeded	SAFA-D02-11	Indicate the particulars of the situation observed
D02	I	3	A18-5.1	Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the Technical Instructions.	Dangerous goods not packed in accordance with proper packing instructions	SAFA-D02-12	Indicate the particulars of the situation observed
			DOC 9284 (Part 4)	1.1.1 Dangerous goods must be packed in good quality packagings, which must be strong enough to withstand the shocks and loadings normally encountered during transport, including removal from a pallet, unit load device or overpack for subsequent manual or mechanical handling. Packagings must be constructed and closed so as to prevent any loss of contents when prepared for transport, which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings (including inner packagings and receptacles) must be closed in			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				accordance with the information provided by the manufacturer. No dangerous residue must adhere to the outside of packages during transport. These provisions apply, as appropriate, to new, reused, reconditioned or re-manufactured packagings.			
D02	I	3	A18-8.3	Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.	DG not stowed and/or separated in accordance with the Technical Instructions	SAFA-D02-13	Indicate the particulars of the situation observed
			A18-8.7	8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage. 8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions. 8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.			
D02	I	3	A18-8.6	8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay. 8.6.2 An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.	Hazardous and/or radioactive contamination not removed	SAFA-D02-14	Indicate the particulars of the situation observed
D02	I	3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Required NOTOC missing	SAFA-D02-15	Indicate the particulars of the situation observed
D02	I	3	A18-8.5	Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	SAFA-D02-16	Indicate the particulars of the situation observed
D02	I	3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the	No access to DG packages labelled "Cargo aircraft only" where required	SAFA-D02-17	Indicate the particulars of





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Technical Instructions.			the situation observed
D02	I	3	A18-4.2	The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin: a) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and b) infected live animals.	Transport of forbidden dangerous goods	SAFA-D02-18	Indicate the particulars of the situation observed
			A18-4.3	Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.			
D02	I	3	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required;	Dangerous goods not accompanied by shipper's declaration when so required	SAFA-D02-19	Indicate the particulars of the situation observed







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
D03	Cargo stowage	<p>Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight).</p> <p><i>Note: Not all aircraft have load height restrictions.</i></p> <p>Check that flight/fly-away kit and spare wheels are correctly secured.</p> <p>Check that cargo is correctly secured.</p> <p>Check the condition of cargo containers, pallets, lock assemblies and lashing nets.</p> <p>Check the condition of the cargo compartment dividing nets.</p> <p><i>Note: Although in most cases cargo is restrained using cargo nets, in certain cases aircraft have been certified without such nets and the restraining of the cargo is achieved by the containment in the compartment itself (e.g. cargo bulkhead compartment of regional turboprops). If the type certification does not prescribe the presence of nets, their absence should not constitute a finding.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D03	I	1	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	SAFA-D03-01	Indicate the particulars of the situation observed
D03	I	2	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or containers	SAFA-D03-02	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo Area not used in accordance with classification	SAFA-D03-03	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo not correctly secured and restrained in all directions	SAFA-D03-04	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied	Major damage to lashing, tie-down equipment, pallets, lock assemblies	SAFA-D03-05	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				that: e) any load carried is properly distributed and safely secured	and/or containers affecting the structural integrity and their intended function		the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Dividing net or protection net damaged outside dispatch limits/conditions	SAFA-D03-06	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Load distribution/load limit (floor and/or height) exceeded	SAFA-D03-07	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
E01	General	Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
E01	M	3	M		Aircraft not operated according to the manufacturer's operating instructions during push-back, towing and/or taxiing.	SAFA-E01-01	Indicate the particulars of the situation observed





## B. Inspection instructions on the categorisation of findings identified during SACA inspections

These are the inspection instructions on the categorisation of findings for inspections performed by “EASA States” on aircraft used by operators under the regulatory oversight of another “EASA State” (SACA). The instructions consist of Pre-Described Findings (PDFs) and inspection instructions

The list of PDFs is based on the following documents:

- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;
- Commission Implementing Regulation (EU) No 923/2012 of 26/09/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010;
- Commission Regulation (EU) No 1332/2011 of 16/12/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance;
- Commission Regulation (EU) No 1178/2011 of 03/11/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission implementing Regulation (EU) no 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky;
- Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) and related requirements;
- Commission Regulation (EU) No 2015/640 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012;
- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, Amendment 9, 25 April 2014)
- ICAO Doc 4444, Procedures for Air Navigation Services, Sixteenth edition, 2016
- ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2017-2018 Edition, Addendum No. 2/Corrigendum No. 1

Note: In the specific case of references to certification specifications (CS) (e.g. CS23, CS25,...), it is worth noting that the related aircraft might have been certified against other standards or another version of these standards, The inspector may however use these references, but in case of disagreement, the operator will be expected to demonstrate that the related CS provision was not part of the certification basis on the operated aircraft.





The list of PDFs is not exhaustive since it cannot cover all possible deviations that may occur — as a consequence, other findings may be raised by the inspector. It is intended to be used by the inspector to ensure a common description and categorisation of findings. The inspector should make use of this list in the majority of circumstances, and should always privilege the use of a PDF when reporting findings in the centralised database. Where there is no appropriate PDF, based upon their proficiency and the impact on aviation safety, inspectors should make a sound judgement into which category the finding needs to be placed and insert an UDF (User Described Finding) in the database. The inspector should make sure to always report the associated 'Standard Reference' representing the basis for the identification of the finding. These UDFs will be monitored by EASA periodically and after evaluation may become part of the existing PDF list. Therefore the PDF list will be updated periodically. Notice of updates will be given via the appropriate channels.





Inspection Item	Inspections Item Title	Inspecting Instructions
A01	General Condition	<p>Check general condition.</p> <p>Check the stowage of interior equipment, suitcases, navigation chart cases etc.</p> <p><i>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.</i></p> <p>If a flight crew compartment door is installed, check the door locking/unlocking mechanism. On passenger carrying aeroplanes with MTOW &gt; 45.500 kg (or with a passenger seating capacity more than 60 pax) check for installation and serviceability of the reinforced cockpit door.</p> <p><i>Note: EASA published Opinion 02/2019 on 22/02/2019 proposing to align the cockpit door requirements with the ICAO Annex 6 Part I SARPs. Pending its adoption and publication as a regulation, ramp inspectors should only raise a General Remark (CAT G) for aeroplanes with a MCTOM between 45.500 kg and 54.500 kg and with a MOPSC of less than 19 not meeting the re-secure cockpit door requirements.</i></p> <p>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 EU requirements.</p> <p>Check the condition of the flight deck windows (e.g. windshield cracks, possible delamination).</p> <p>Check that no equipment is installed such that it obviously does not meet the systems design features and emergency landing provisions in Part-CAT and Part-M (e.g. when equipment installed on the glare shield significantly impairs the pilots' vision).</p> <p>Check the presence and serviceability of the windshield wipers (if required for the flight).</p> <p>Check if any electrical cables/wires are unintentionally exposed. Check the serviceability of the warning panel lights.</p>





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	E	1	ORO.SEC.100 (b)	All passenger-carrying aeroplanes of a maximum certificated take-off mass exceeding 45 500 kg, or with a MOPSC of more than 60 engaged in the commercial transportation of passengers, shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from either pilot's station and designed to meet the applicable airworthiness requirements.	One or more door locking/un-locking mechanism not servicable	SACA-A01-01	
A01	E	2	ORO.SEC.100 (a)	In an aeroplane which is equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin.	No means provided for crew notification	SACA-A01-02	
A01	E	1	ORO.SEC.100 (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with point (b) above: 2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)	SACA-A01-03	Indicate the particulars of the situation observed
A01	E	2	ORO.SEC.100 (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with point (b) above: 2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (and no alternative operational procedures established)	SACA-A01-04	
A01	E	3	ORO.SEC.100 (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance point (b) above: 2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available or U/S (outside dispatch limits/conditions)	SACA-A01-05	
A01	E	3	ORO.SEC.100 (a)	In an aeroplane which is equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin	Cockpit door lock N/A or U/S (outside dispatch limits/conditions)	SACA-A01-06	
A01	M	3			Damage and/or delamination to flight deck windows (outside dispatch limits/conditions)	SACA-A01-07	Describe nature and extent of damage





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	E	3	A8-III A-4.1.6.(c) A8-III B-4.2.(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference	Interior equipment and/or other object(s) not correctly secured or stowed during flight	SACA-A01-08	Indicate what interior equipment/object(s) was not secured
			CAT.OP.MPA.160	The operator shall establish procedures to ensure that: (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement			
A01	E	3	ORO.SEC.100 (b)	All passenger-carrying aeroplanes of a maximum certificated take-off mass exceeding 45 500 kg, or with a MOPSC of more than 60 engaged in the commercial transportation of passengers, shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from either pilot's station and designed to meet the applicable airworthiness requirements.	Reinforced cockpit door not installed (on passenger flights)	SACA-A01-09	
A01	M	3			Lights U/S in warning panel (outside dispatch limits/conditions)	SACA-A01-10	Indicate the particulars of the situation observed
A01	E	2	CAT.IDE.A.100	(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.	Cockpit installations significantly decreasing pilots vision	SACA-A01-11	Indicate the particulars of the situation observed
A01	E	3	CAT.IDE.A.120	Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped at each pilot station with a means to maintain a clear portion of the windshield during precipitation.	Windshield wipers/cleaning/drying system not installed or inoperative (outside dispatch limits/conditions)	SACA-A01-12	Indicate the particulars of the situation observed
A01	E	3	Regulation 2018/1139 Annex V, 6.1	The aircraft must not be operated unless (a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation; (b) the operational and emergency equipment necessary for the intended flight is serviceable; (c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and (d) the maintenance of the aircraft is performed in accordance with the applicable requirements.	Equipment installations obviously not in compliance with Part-CAT and Part-M	SACA-A01-13	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.IDE.A.100	<p>(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements, except for the following items:</p> <ol style="list-style-type: none"> <li>(1) Spare fuses;</li> <li>(2) Independent portable lights;</li> <li>(3) An accurate time piece;</li> <li>(4) Chart holder;</li> <li>(5) First-aid kits;</li> <li>(6) Emergency medical kit;</li> <li>(7) Megaphones;</li> <li>(8) Survival and signalling equipment;</li> <li>(9) Sea anchors and equipment for mooring; and</li> <li>(10) Child restraint devices.</li> </ol> <p>(b) Instruments and equipment not required by this Subpart that do not need to be approved in accordance with the applicable airworthiness requirements, but are carried on a flight, shall comply with the following:</p> <ol style="list-style-type: none"> <li>(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC) No 216/2008 or CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and</li> <li>(2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.</li> </ol> <p>(c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.</p> <p>(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.</p> <p>(e) All required emergency equipment shall be easily accessible for immediate use.</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			M.A.501	<p>(a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on an EASA Form 1 or equivalent and is marked in accordance with Annex I (Part-21), Subpart Q, unless otherwise specified in Annex I (Part-21) to Regulation (EC) No 748/2012, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation.</p> <p>(b) Prior to installation of a component on an aircraft the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive configurations may be applicable.</p> <p>(c) Standard parts shall only be fitted to an aircraft or a component when the maintenance data specifies the particular standard part. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.</p> <p>(d) Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in Part-145. Such material shall only be used when the material meets the required specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification</p>			
A01	E	2	CAT.IDE.A. 215	<p>(a) in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;</p> <p>(d) a placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it shall be secured open during take-off and landing;</p>	Operational flight deck markings and/or placards missing or incorrect	SACA-A01-14	Indicate the particulars of the situation observed
			M.A.710 (c)	<p>Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:</p> <p>1. all required markings and placards are properly installed, and;</p>			
A01	E	2	ORO.GEN.110	<p>(a) The operator is responsible for the operation of the aircraft in accordance with Annex IV to Regulation (EC) No 216/2008, the relevant requirements of this Annex and its air operator certificate (AOC) or specialised operation authorisation (SPO authorisation) or declaration.</p>	Inadvertently exposed electrical cables/wires in the cockpit	SACA-A01-15	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) Every flight shall be conducted in accordance with the provisions of the operations manual.</p> <p>(c) The operator shall establish and maintain a system for exercising operational control over any flight operated under the terms of its certificate.</p> <p>(d) The operator shall ensure that its aircraft are equipped and its crews are qualified as required for the area and type of operation.</p>			
			M.A.201	<p>(a) The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:</p> <ol style="list-style-type: none"> <li>1. the aircraft is maintained in an airworthy condition, and;</li> <li>2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;</li> <li>3. the airworthiness certificate remains valid, and;</li> <li>4. the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in point M.A.302.</li> </ol> <p>(b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:</p> <ol style="list-style-type: none"> <li>1. the lessee is stipulated on the registration document, or;</li> <li>2. detailed in the leasing contract.</li> </ol> <p>When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.</p> <p>(c) Any person or organisation performing maintenance shall be responsible for the tasks performed.</p> <p>(d) The pilot-in-command or, in the case of air carriers licenced in accordance with Regulation (EC) No 1008/2008, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.</p>			
A01	E	1	CAT.IDE.A. 215	<p>Aeroplanes shall be equipped with:</p> <p>(a) in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;</p>	Placard "Crew only" not applied or not readable	SACA-A01-17	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	M	1			Cockpit seats in poor condition	SACA-A01-18	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A02	Emergency Exit	<p>Check serviceability of exits and, when ropes are installed, check that they are secured.</p> <p>Check whether access to emergency exits is restricted or impeded.</p> <p><i>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 without hindering evacuation. If the crew is unable to confirm this, a finding may be appropriate.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A02	E	3	CAT.OP.MPA.160	The operator shall establish procedures to ensure that: (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Access to emergency exit impeded	SACA-A02-01	Indicate why the access to emergency exit is impeded
A02	E	3	CAT.IDE.A.265	(c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.	Emergency exits U/S	SACA-A02-02	
A02	E	3	CAT.IDE.A.100	(e) All required emergency equipment shall be easily accessible for immediate use.	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside dispatch limits/conditions)	SACA-A02-03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)
			CAT.IDE.A.265	(c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.			





Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	<p><i>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.</i></p> <p><b>All Flights:</b></p> <p>a) <u>TAWS (E-GPWS)</u>            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</p> <p><i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p><i>Note: Some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil Part-CAT requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO Part-CAT requirements.</i></p> <p><i>Note: Aeroplanes having an MCTOM of 5700 Kg or less and/or a MOPSC of 9 or less are not required to be equipped with a TAWS installation.</i></p> <p>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.</p> <p>b) <u>ACAS II (TCAS)</u>            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.</p> <p><i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p>As of 1 December 2015, all aeroplanes (MCTOM over 5.700 kg or MOPSC in excess of 19 passengers) shall be equipped with ACAS II collision avoidance logic version 7.1. Verification of compliance can be done by verifying the ACAS call-outs in the crew procedures in the Operation Manual (Part B, systems description); for version 7.1 these procedures should show the new resolution advisory "Level off, level off". Other documents like the radio station licence might contain evidence on (non-)compliance as well.</p> <p>A finding should <u>only</u> be raised if evidence is found that version 7.0 or lower is installed.</p> <p>A <u>CAT 3</u> finding should be raised whenever evidence is found that a version 7.0 or lower is installed and that no mitigating measures are in place.</p>





A CAT 2 finding should be raised in all other cases.

*Note: Mitigating measures would consist out of one or both of the following as required by Part AUR.ACAS.1010:*

- *Appropriate operational procedures (inspectors could check, whenever possible, the operations manual)*
- *Appropriate training in the avoidance of collisions and use of ACAS II (inspectors could raise questions to the flight crew)*

*The most critical element is the requirement in Regulation 923/2012, SERA 11014(b)(2) to “follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre”. It is this requirement that the inspector should be looking for when checking the OM or interviewing the flight crew; if this element is found in the OM or known by the flight crew, mitigating measures are considered to be in place.*

*Note: In case of a CAT 3 finding where a version lower than 7.1 is installed and no mitigating measures are in place, the aircraft could be released after the operator has issued an operational memo or a temporary amendment to the operations manual introducing appropriate mitigating measures (as a Class 3a action). The temporary amendment should hold as a minimum instructions on how to react to conflicting ACAS advisories and ATC instructions, and preferably:*

- *the elements in Regulation 923/2012, SERA 11014 and/or ICAO DOC 9863 Chapters 5.2.1.14 to 5.2.1.19 regarding the actions to be taken during and after an RA indication.*
- *the information provided in EASA SIB 2009-16 and/or ICAO DOC 9863 Chapter 5.5.8 regarding the ambiguous “Adjust vertical speed adjust” RA*

*Note: In case of a CAT 3 finding, the operator cannot declare the (non-compliant) ACAS installation inoperative and subsequently release the aircraft in accordance with the MEL as this will not render the aircraft compliant.*

#### 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.*

#### **Flights in designated airspace:**

##### a) RVSM

Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614).

Check the areas of applicability and the relevant volumes of airspace in ICAO Doc 7030.

##### b) PBN

Check that the aircraft is equipped with navigational equipment that meets the PBN requirements applicable in the airspace where the aircraft is to be operated.

##### c) NAT HLA

Check whether the equipment unserviceability (if any) affects the aircraft operations in the NAT HLA airspace.

Area of applicability (ICAO Doc 7030):

A large portion of the airspace of the North Atlantic Region, including the majority of North Atlantic crossing routes between FLs 285 and 420, has been designated as the NAT High Level Airspace (NAT HLA).





Within this airspace aircraft have to meet defined NAT HLA Standards and appropriate crew procedures and training have to be established. The lateral dimensions of the NAT HLA include the following Control Areas (CTAs): REYKJAVIK, SHANWICK (excluding SOTA & BOT), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°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.

For aircraft for which two radio equipment are required by the certification (eg. aircraft certified under FAR25/CS25 rules), both radio equipment shall be 8.33 kHz channel spacing capable (if required for the flight). For these aircrafts, if one radio equipment is not 8.33 kHz channel spacing capable, the inspector should consider this equipment as U/S and check the MEL for dispatch conditions.

Area of applicability:

- carriage of 8.33 kHz channel spacing capable radio equipment is mandatory for operations in the specified ICAO EUR region, and
- carriage of 8.33 kHz channel spacing radio equipment is also mandatory in airspace class D of France

**Electronic flight bags (EFB):**

When an EFB is used, check that the operator has established mitigating means such as a back-up provision for those functions which may have an impact on the safe operation of the aircraft (type B EFB applications).

A non-exhaustive list of such functions includes (refer to AMC3 CAT.GEN.MPA.141(b) for the complete list of type B EFB applications):

- .Operations manual;
- .Aircraft Flight Manual;
- .Checklists;
- .Radio Navigation Charts;
- .Electronic map systems for graphical depiction of aircraft position (electronic aeronautical charts including en route, area, approach, departure and airport surface maps);
- .Aircraft performance calculation applications to provide:
  - (d) take-off, en route, approach and landing, missed approach, etc. calculations providing masses, distance, times and/or speed limitations,
  - (e) power settings, and
  - (f) mass and balance calculation.

Any back-up provision such as hardcopies or an alternative EFB should be considered as acceptable.

Check if the EFB installation, mounting device and wires, if applicable, impedes the ability to operate the aircraft or the accessibility of emergency equipment or emergency exit.

EFB may be secured in flight either via a mounting device (permanently attached to the aircraft and subject to certification) or a viewable stowage (device designed to secure an EFB in a viewable position, but no subject to certification, such as: suction cups, kneeboard,...). It should be checked that the device:







		<ul style="list-style-type: none"> <li>- Adequately secures the EFB;</li> <li>- Is not obstructing (visually or physically) any equipment in the cockpit.);</li> <li>- Does not impede the ability to operate the aircraft or the accessibility of emergency equipment, and</li> <li>- Does not obstruct the emergency exit.</li> </ul> <p><i>Note: In case of EFB not secured in flight either via a mounting device or a viewable stowage, the policy of the operator regarding the securing policy of the device should be checked.</i></p>
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A03	E	3	CAT.IDE.A. 105	A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless: (a) the aeroplane is operated in accordance with the operator's MEL; or (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL).	Required equipment installed but not being used during operation by crew	SACA-A03-01	Indicate the particulars of the situation
A03	E	3	AUR.ACAS. 1005	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers. (2) Aircraft not referred to in point (1) but which will be equipped on a voluntary basis with ACAS II, shall have collision avoidance logic version 7.1.	ACAS II N/A or U/S (outside dispatch limits/conditions)	SACA-A03-02	Indicate the particulars of the situation observed
A03	E	2	AUR.ACAS. 1005	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers. (2) Aircraft not referred to in point (1) but which will be equipped on a voluntary basis with ACAS II, shall have collision avoidance logic version 7.1.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1, but mitigating measures in place.	SACA-A03-03	Indicate what mitigating measures are in place
A03	E	3	CAT.OP.MPA. 175 (b)(1)	The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and	TAWS with forward looking terrain avoidance function not installed or	SACA-A03-04	Indicate if no system at all was found or





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.IDE.A. 150	<p>registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</p> <p>(a) Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard.</p> <p>(b) Reciprocating-engine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirement for Class B equipment as specified in an acceptable standard.</p>	unserviceable (outside dispatch limits/conditions)		if the forward looking function is missing. If unserviceable, specify the reason.
A03	E	3	Reg. 1079/2012 Art. 5.4	4. An Without prejudice to Article 2(5), from 1 January 2018 an operator shall not operate an aircraft in airspace where carriage of radio is required unless the aircraft radio equipment has the 8,33 kHz channel spacing capability.	Radio channel spacing does not meet the airspace requirements for the filed flight plan	SACA-A03-05	
A03	E	3	CAT.IDE.A. 105	A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless: (a) the aeroplane is operated in accordance with the operator's MEL; or (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL).	Required navigation equipment N/A or U/S (outside dispatch limits/conditions)	SACA-A03-06	Indicate what equipment was N/A or U/S and type of operation
			CAT.IDE.A. 345 (a) & (d)	<p>(a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication and navigation equipment in accordance with the applicable airspace requirements</p> <p>(d) Aeroplanes shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with the flight plan.</p>			
A03	E	3	CAT.IDE.A. 185 (a)(b)(c)(d)	<p>(a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR):</p> <p>(1) aeroplanes with an MCTOM of more than 5 700 kg; and</p> <p>(2) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January</p>	Cockpit Voice Recorder inoperative (outside dispatch limits/conditions)	SACA-A03-07	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>1990.</p> <p>(b) Until 31 December 2018, the CVR shall be capable of retaining the data recorded during at least:</p> <p>(1) the preceding 2 hours in the case of aeroplanes referred to in (a)(1) when the individual CofA has been issued on or after 1 April 1998;</p> <p>(2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998; or</p> <p>(3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2).</p> <p>(c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least:</p> <p>(1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or</p> <p>(2) the preceding 2 hours in all other cases.</p> <p>(d) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.</p>			
A03	E	2	CAT.GEN. MPA.180 (a)	<p>The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:</p> <p>(1) the aircraft flight manual (AFM), or equivalent document(s);</p> <p>(2) the original certificate of registration;</p> <p>(3) the original certificate of airworthiness (CofA);</p> <p>(4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;</p> <p>(5) a certified true copy of the air operator certificate (AOC) including an English translation when the AOC has been issued in another language;</p> <p>(6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;</p> <p>(7) the original aircraft radio licence, if applicable;</p>	EFB functions affecting the safe operation of the aircraft used without back-up	SACA-A03-08	Indicate which functions affect the safe operations of the aircraft have no back-up





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(8) the third party liability insurance certificate(s);</p> <p>(9) the journey log, or equivalent, for the aircraft;</p> <p>(10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003;</p> <p>(11) details of the filed ATS flight plan, if applicable;</p> <p>(12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;</p> <p>(13) procedures and visual signals information for use by intercepting and intercepted aircraft;</p> <p>(14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment;</p> <p>(15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;</p> <p>(16) the MEL;</p> <p>(17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;</p> <p>(18) appropriate meteorological information;</p> <p>(19) cargo and/or passenger manifests, if applicable;</p> <p>(20) mass and balance documentation;</p> <p>(21) the operational flight plan, if applicable;</p> <p>(22) notification of special categories of passenger (SCPs) and special loads, if applicable; and</p> <p>(23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.</p>			
			AMC1 SPA.EFB.100 (b)(1)	<p>(b) Assessing and mitigating the risks:</p> <p>As part of the mitigation means, the operator should consider establishing reliable alternative means to provide the information available on the EFB system.</p> <p>The mitigation means could be, for example, one of, or a combination of, the following:</p> <p>(1) the system design (including hardware and software);</p> <p>(2) a backup EFB device, possibly supplied from a different power source;</p> <p>(3) EFB applications being hosted on more than one platform;</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(4) a paper backup (e.g. quick reference handbook (QRH)); and (5) procedural means.			
A03	E	3	CAT.OP.MPA. 215	(a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS: (1) when on the ground: (i) when receiving the ATC departure clearance via voice communication; and (ii) when engines are running; (2) when in flight: (i) below transition altitude; or (ii) 10 000 ft, whichever is higher; and (3) whenever deemed necessary by the commander. (b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.	Headset with boom microphone or equivalent N/A or U/S (outside dispatch limits/conditions)	SACA-A03-09	Indicate the particulars of the situation observed
A03	I	3	AUR.ACAS. 1005(1)	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1	SACA-A03-10	Indicate the particulars of the situation observed
A03	E	2	AMC20-25 5.1.1.1	5.1.1.1: The mounting device should not be positioned in such a way that it creates a significant obstruction to the flight crew's view or hinders physical access to aircraft controls and/or displays, flight crew ingress or egress, or external vision. The following design practices should be considered: (a) The mounting device and associated mechanisms should not impede the flight crew in the performance of any task (whether normal, abnormal, or emergency) that are associated with operating any aircraft system. (e) Mechanical interference issues of the mounting device, either on the side panel (side stick controller) or on the control yoke, in terms of full and free movement under all operating conditions and non-interference with buckles, etc. For yoke mounted devices, (supplemental)-type-certificate-holder data should be obtained to	EFB mounting device or viewable stowage device obstructing forward visual or physical access to controls, display or external vision.	SACA-A03-11	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				show that the mass inertia effect on column force has no adverse effect on the aircraft handling qualities.			
			Part-DEF (ae)	(ae) 'Viewable stowage' means a non-certified device that is attached to the flight crew member (e.g. with a kneeboard) or to an existing aircraft part (e.g. using suction cups), and is intended to hold charts or to hold low-mass portable electronic devices that are viewable by the flight crew members at their assigned duty stations.			
			AMC1 CAT.GEN. MPA.141(a)	The viewable stowage should not be positioned in such a way that it creates significant obstruction to the flight crew members' view or hinders physical access to aircraft controls and/or displays and/or aircraft safety equipment, flight crew ingress or egress. The viewable stowage as positioned should allow the flight crew to retain a sufficiently extensive, clear, and undistorted view, to enable them to safely perform any manoeuvres within the operating limitations of the aircraft, including taxiing, take-off, approach, and landing.			
A03	E	2	Part-DEF (ae)	(ae) 'Viewable stowage' means a non-certified device that is attached to the flight crew member (e.g. with a kneeboard) or to an existing aircraft part (e.g. using suction cups), and is intended to hold charts or to hold low-mass portable electronic devices that are viewable by the flight crew members at their assigned duty stations.	The viewable stowage device used does not adequately secure the EFB.	SACA-A03-12	Indicate the particulars of the situation observed
			AMC1 CAT.GEN. MPA.141(a)	(h) Viewable stowage (3) The viewable stowage should be designed and installed so that it will sustain all foreseeable conditions relative to the flight environment (e.g. severe turbulence, hard landings) while retaining its structural integrity and without becoming detached. The use of restraints of the device should be considered where appropriate; Some types of means for securing viewable stowage may have characteristics that degrade noticeably with ageing or due to various environmental factors. In that case, the documentation			





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				<p>should include procedures (e.g. crew procedures, checks, or maintenance actions) to ensure that the stowage characteristics remain within acceptable limits for the proposed operations. Securing means based on vacuums (e.g. suction cups) have holding capacities that decrease with pressure. It should be demonstrated that they will still perform their intended function at operating cabin altitudes or in the event of a rapid decompression.</p> <p>In addition, it should be demonstrated that if the EFB moves or is separated from its stowage, or if the viewable stowage is unsecured from the aircraft (as a result of turbulence, manoeuvring, or other action), it will not jam flight controls, damage flight deck equipment, or injure flight crew members. The risks associated with an EFB fire should be minimised by the design and location of the viewable stowage.</p>			
A03	E	2	Part-DEF(120b)	<p>(120b) 'type B EFB application' means an EFB application:</p> <p>(a) whose malfunction or misuse is classified as minor failure condition or below; and</p> <p>(b) which neither replaces nor duplicates any system or functionality required by airworthiness regulations, airspace requirements, or operational rules;</p>	No operational approval of EFB functions affecting the safe operation of the aircraft.	SACA-A03-13	Indicate the functions which affect the safe operations of the aircraft
			SPA.EFB.100 (a)	<p>(a) A commercial air transport operator shall only use a type B EFB application if the operator has been granted an approval by the competent authority for such use.</p>			
A03	E	2	CAT.GEN.MPA.180	<p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:</p> <p>(12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;</p>	EFB charts application used on a portable EFB without a mounting device or a viewable stowage device.	SACA-A03-14	Indicate the particulars of the situation observed
			AMC1 CAT.GEN.MPA.141(a)	<p>(a) General:</p> <p>Portable EFBs may be used in all phases of the flight if secured to a certified mount or securely attached to a viewable stowage device in a manner which allows its use</p> <p>Portable EFBs that do not meet the above characteristics, should be stowed during critical phases of the flight.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
A04	Manuals	<p>Check for presence of operations manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual).</p> <p>Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM).</p> <p><i>Note: If a MEL/OPS Manual/checklist problem was already identified during a previous ramp inspection and if the following 4 conditions are fulfilled, only a CAT G remark should be raised:</i></p> <ul style="list-style-type: none"> <li>- The finding was identified less than 3 months ago;</li> <li>- A corrective action plan has been proposed by the operator in the follow-up process of the finding;</li> <li>- The problem is still the same; and</li> <li>- The problem doesn't have a major impact on safety (i.e. the finding was not a CAT 3 finding).</li> </ul> <p><i>Note: 90 days delay should be given to the operator to incorporate the last version published by the manufacturer; within this period only a general remark CAT G should be raised.</i></p> <p><i>Note: If the AFM is not updated, it should be indicated which part is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>Note: Not all parts of the operations manual have to be carried on board. As a minimum there shall be available those parts that are relevant to the duties of the crew members.</i></p> <p><i>Note: In the operations manual the following subjects, in particular, could be checked:</i></p> <ul style="list-style-type: none"> <li>- Presence of instructions and data for mass and balance control;</li> <li>- The list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed;</li> <li>- Presence of data that enables the crew to carry out performance calculations;</li> <li>- Fuel planning and in-flight fuel management policies and procedures;</li> <li>- Flight and duty time requirements;</li> <li>- Safety precautions during refuelling with passengers on board;</li> <li>- Instructions on the carriage of dangerous goods (with DG on board)".</li> </ul> <p>Check if the flight crew is able to understand the language in which the operations manual and/or AFM are written.</p> <p><i>Note: Part-ORO does 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.</i></p> <p><i>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.</i></p>







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A04	E	2	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;	Incomplete parts of the operations manual pertaining to flight operations on board	SACA-A04-01	Indicate what information is missing
A04	E	3	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;	No operations manual (parts pertaining to flight operations) or Flight manual on board	SACA-A04-02	Indicate the particulars of the situation observed
A04	E	2	Regulation 2018/1139, Annex V, 8.2.	The operation must only be undertaken in accordance with an aircraft operator's operations manual. Such manual must contain all necessary instructions, information and procedures for all aircraft operated and for operations personnel to perform their duties. Limitations applicable to flight time, flight duty periods and rest periods for crew members must be specified. The operations manual and its revisions must be compliant with the approved flight manual and be amended as necessary.	No rules on flight time, flight duty and rest time limitations in the operations manual	SACA-A04-03	
A04	E	2	ORO.MLR.100 (e)	The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties.	Operations manual not up to date	SACA-A04-04	Indicate the particulars of the situation observed
A04	E	2	ORO.MLR.100 (a)	The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.	Operations manual not issued by the current operator	SACA-A04-05	Indicate the particulars of the situation observed
A04	E	2	ORO.MLR.100 (k)	The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.	Operations manual published in a language not understood by a member of the flight crew	SACA-A04-06	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A04	E	3	CAT.GEN.MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified : (1) the aircraft flight manual (AFM), or equivalent document(s); (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.	No or incomplete performance and limitations data on board	SACA-A04-07	Indicate what performance or limitations data is missing
A04	E	3	CAT.GEN.MPA.200	Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	No information and instructions in operations manual on the actions to be taken in the event of an emergency (DG on board)	SACA-A04-08	Indicate the particulars of the situation observed
A04	E	3	ORO.MLR.100 (k)	The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.	Operations manual published in a language not understood by any of the flight crew members	SACA-A04-09	Indicate the particulars of the situation observed
A04	E	2	CAT.OP.MPA.280	The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or	No procedures ensuring that in-flight fuel checks/fuel management are performed	SACA-A04-10	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(ii) the final reserve fuel if no alternate aerodrome is required.</p> <p>(2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than:</p> <p>(i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or</p> <p>(ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel.</p> <p>(3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel.</p> <p>(4) Additional conditions for specific procedures</p> <p>(i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of:</p> <p>(A) trip fuel from the decision point to the destination 1 aerodrome;</p> <p>(B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome;</p> <p>(C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and</p> <p>(D) final reserve fuel.</p> <p>(ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of:</p> <p>(A) trip fuel from the PDP to the destination aerodrome;</p> <p>(B) contingency fuel from the PDP to the destination aerodrome; and</p> <p>(C) additional fuel.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
A05	Checklists	<p>Check if checklists are available and easily accessible.</p> <p><i>Note: 90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than 90 days after this publication, only a general remark CAT G should be raised.</i></p> <p><i>Note: If the checklists are not updated, it should be indicated which procedure is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>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.</i></p> <p>Check if the operations manual contains the required checklists. Compare the version in operations manual with the ones available to the crew.</p> <p>Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations.</p> <p><i>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.</i></p> <p>Check if the checklists are identical for all members of the flight crew.</p> <p><i>Note: If checklists with a different number of revision/different dates are present, check if the content is identical.</i></p> <p><i>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.</i></p>

Inspection Item	Std.	Cat	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	Checklists do not conform with the checklist details in the operations manual	SACA-A05-01	Indicate what details do not conform





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A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	No checklist details in the operations manual	SACA-A05-02	
A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	Normal, abnormal and emergency checklists not readily accessible to all relevant flight crew members	SACA-A05-03	Indicate the particulars of the situation observed
A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	Checklists not covering all flight phases	SACA-A05-04	Indicate the flight phases are not covered
A05	E	3	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed...	Different versions of checklists used by captain and co-pilot	SACA-A05-05	Indicate the particulars of the situation observed
A05	E	3	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	No normal and emergency checklists available	SACA-A05-06	
A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and	Checklists not matching the current aircraft configuration	SACA-A05-07	Indicate the particulars of the





Inspection Item	Std.	Cat	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.			situation observed
A05	E	1	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	Checklists revision number/reference missing, but content in accordance with operations manual	SACA-A05-08	
A05	E	2	ORO.GEN. 110 (h)	The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer.	Checklists do not take into account latest relevant documentation from the aircraft manufacturer	SACA-A05-09	Indicate what documentation is not taken into account





Inspection Item	Inspections Item Title	Inspecting Instructions
A06	Navigation/instrument Charts	<p>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).</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Note: CAT.GEN.MPA.180 does not specify the number of required set of charts to be carried on-board. However, AMC1 CAT.GEN.MPA.180 states that whatever the format used, accessibility, usability and reliability should be assured. Therefore, it is considered that one set of charts may be acceptable in case of multi-pilot operations provided that they are accessible to all relevant flight crew.</i></p> <p><i>Note: In case a portable EFB that shall be stowed during critical phases of flight is the only means on-board to obtain the aeronautical charts:</i></p> <ul style="list-style-type: none"> <li>- <i>If the operations manual contains procedures defined in order to achieve an equivalent level of safety (e.g. specific briefing, short critical phases...), only a CAT G remark should be raised</i></li> <li>- <i>If there are no such procedures in the operations manual, a CAT 3 finding "SACA-A06-06 Required instrument charts not on-board or not available during critical flight phases" should be raised.</i></li> </ul> <p>Check the validity of the FMS/GPS database; in case of expiration, check the MEL.</p> <p><i>Note: If a flight is performed during an AIRAC cycle change with the previous version of the FMS database, the crew should be aware of the situation and should have applied procedures as defined in MEL or operations manual (e.g. identification of updated navigation points and manual modification of these points). In case the crew is not aware of this situation or didn't apply such procedures, one of the following CAT 3 findings should be raised, depending on the situation:</i></p> <ul style="list-style-type: none"> <li>- <i>SACA-A06-01 "Navigation database out of date, within dispatch limits but not recognised as such (prescribed operational procedures not applied)" or</i></li> <li>- <i>SACA-A06-02 "Navigation database out of date (outside dispatch limits/conditions)"</i></li> </ul>

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A06	E	3	CAT.IDE.A. 355( b)	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database out of date, within dispatch limits, but not recognised as such (prescribed operational procedures not applied)	SACA-A06-01	Indicate the expiration date of the database
A06	E	3	CAT.IDE.A. 355 (b)	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database out of date (outside dispatch limits/conditions)	SACA-A06-02	Indicate the expiration





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
							date of the database
A06	E	3	CAT.IDE.A. 355 (b)	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database with incorrect routes/ procedures/ waypoints/ reporting points pertaining to the performed/intended flight	SACA-A06-03	Indicate the incorrect information
A06	E	2	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: 12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;	Required en-route charts out of date (navigation database up to date)	SACA-A06-04	Indicate: – what charts are not up to date – the date/number of revision of the inspected charts – the date/number of revision of the current applicable charts
A06	E	3	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: 12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;	Required en-route charts and navigation database out of date	SACA-A06-05	Indicate: – what charts are not up to date – the expiration date of the database
			CAT.IDE.A. 355 (b)	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.			







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A06	E	3	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: 12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;	Required instrument charts not on board, or not available during critical phases of the flight	SACA-A06-06	Indicate what charts are missing
A06	E	3	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: 12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;	Required instrument charts (except en-route) out of date	SACA-A06-07	Indicate: – what charts are not up to date – the date/number of revision of the inspected charts – the date/number of revision of the current applicable charts
A06	E	2	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: 12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;	Several sets of required instrument charts available in the flight deck, of which one (not in use) is out of date	SACA-A06-08	Indicate: – what charts are not up to date – the date/number of revision of the inspected out of date charts





Inspection Item	Inspections Item Title	Inspecting Instructions
A07	Minimum Equipment List	<p>Check if the MEL is available.</p> <p><i>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.</i></p> <p>Check if the MEL is not less restrictive than the latest applicable MMEL.</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>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.</p> <p>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, or the actions to maintain an acceptable level of safety should equipment become unserviceable.</p> <p><i>Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.</i></p> <p>Check if the deferred defects (if any) are in accordance with the MEL instructions.</p> <p><i>Note: ORO.MLR.105(b) does require that the MEL is approved by the State of Operator. However, it 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 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.</i></p>





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A07	E	2	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EU) No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	MEL does not reflect aircraft configuration or the operations specifications	SACA-A07-01	Indicate the particulars of the situation observed
A07	E	2	ORO.MLR.105 (g)	The operator shall establish the operational and maintenance procedures referenced in the MEL taking into account the operational and maintenance procedures referenced in the MMEL. These procedures shall be part of the operator's manuals or the MEL.	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	SACA-A07-02	Indicate the particulars of the situation observed
A07	E	3	ORO.MLR.105 (g)	The operator shall establish the operational and maintenance procedures referenced in the MEL taking into account the operational and maintenance procedures referenced in the MMEL. These procedures shall be part of the operator's manuals or the MEL.	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	SACA-A07-03	Indicate the particulars of the situation observed
A07	E	3	ORO.MLR.105 (e)	The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	SACA-A07-04	Indicate the particulars of the situation observed
A07	E	2	ORO.MLR.105 (e)	The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	SACA-A07-05	Indicate the particulars of the situation observed
A07	E	2	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	MEL not available (no deferred defects)	SACA-A07-06	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (16) the MEL;			
A07	E	2	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	Some MEL items not fully customised (but no defects affecting those items)	SACA-A07-07	Indicate the particulars of the situation observed
A07	E	2	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	MMEL instead of MEL	SACA-A07-08	
A07	E	3	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	Some MEL items not fully customised (with defects affecting those items)	SACA-A07-09	Indicate the particulars of the situation observed
A07	E	3	ORO.MLR.105 (a)	A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.	MEL not available (with deferred defects)	SACA-A07-10	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (16) the MEL;			





Inspection Item	Inspections Item Title	Inspecting Instructions
A08	Certificate of Registration	<p>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”.</p> <p>Check if its format and content are in accordance with the requirements and whether translated into the English language.</p> <p><i>Note: The presence and content of a fireproof identification plate has no safety relevance; any non-compliance should be reported (if at all) as a General remark only.</i></p> <p><i>Note: Although CAT.GEN.MPA.180 does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofR was not found on board during the inspection, the CAT 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 CAT 1 finding created for this purpose (see the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	I	G	A7-7.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. <i>Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.</i>	CofR format not in accordance with Annex 7	SACA-A08-01	
A08	I	1	A7-7.2	When certificates of registration are issued in a language other than English, they shall include an English translation.	No English translation of the CofR	SACA-A08-02	
A08	I	G	A7-8	An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.	No fireproof identification plate or mismatch of data on CofR and identification plate	SACA-A08-03	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	E	2	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (2) the original certificate of registration;	No valid CofR or cannot be shown by crew	SACA-A08-04	
A08	E	1	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (2) the original certificate of registration;	A valid CofR was issued but the original was not carried on board.	SACA-A08-05	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A09	Noise Certificate	<p>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, as original or copy, and whether translated in English language (where a translation has been provided by the authority responsible for issuing the noise certificate).</p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A09	E	1	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;	Noise certificate (original or copy) inaccurate, not on board or cannot be produced by the crew	SACA-A09-01	
			Regulation 2018/1139, Art. 9.2	As regards noise and emissions, those aircraft and their engines, propellers, parts and non-installed equipment shall comply with the environmental protection requirements contained in Amendment 12 of Volume I, in Amendment 9 of Volume II, and in the initial issue of Volume III, all as applicable on 1 January 2018, of Annex 16 to the Chicago Convention.			
			Annex I to Regulation (EU) No 748/2012, Subpart I, 21.B.425	The competent authority of the Member State of registry shall, as applicable, issue, or amend noise certificates (EASA Form 45, see Appendix VII) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart I are met.			
A09	E	1	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;	No English translation of the noise certificate	SACA-A09-02	







Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	<p>Check for presence and accuracy (including the operations specifications).</p> <p>Check if format (layout and content) of AOC and the operations specifications is in compliance with EU requirements (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 the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: Although a specific layout of the AOC and of the Operations Specifications is laid out in Appendix I and Appendix II of Annex II to Commission Regulation (EU) 965/2012 respectively, no finding but a CAT G remark should be raised if the content is in compliance with the EU requirements, but the layout is different.</i></p> <p><i>Note: ARO.GEN.310 (b) requires that the operations specifications are issued in accordance with Appendix II, which specifically mentions dangerous goods approval. In case nothing is mentioned, 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 without a valid authorisation as per Operations Specifications, a CAT 3 finding can be raised (“Commercial Air Transport operations not in accordance with the operations specifications”).</i></p> <p>Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, ETOPS, dangerous goods, and others required for the particular type of operation).</p> <p><i>Note: CAT.GEN.MPA.180 requires to carry a <u>certified true copy</u> (certified by an “appropriate authority”) of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the AOC and/or operations specifications were not found on board during the inspection, the CAT 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 CAT 1 finding created for this purpose (see the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation).</i></p>





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A10	E	G	ARO.GEN.310 (b)	(b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate(s), as established in Appendices I and II. The certificate(s) shall be issued for an unlimited duration. The privileges and scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate(s).	Layout of the AOC and/or the operations specifications not in accordance with Appendices I and/or II (Part-ARO)	SACA-A10-01	
A10	E	2	ARO.GEN.310 (b) Appendix II Part-ARO	(b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate(s), as established in Appendices I and II. The certificate(s) shall be issued for an unlimited duration. The privileges and scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate(s).	Information in the operations specifications not in accordance with Appendix II (Part-ARO)	SACA-A10-02	
A10	E	2	ARO.GEN.310 (b)	(b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate(s), as established in Appendices I and II. The certificate(s) shall be issued for an unlimited duration. The privileges and scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate(s).	Information on AOC incorrect	SACA-A10-03	
A10	E	2	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:  (5) a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language;  (6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;	No English translation of the AOC and/or operations specifications	SACA-A10-04	
A10	E	3	ORO.GEN.125	A certified operator shall comply with the scope and privileges defined in the operations specifications attached to the operator's certificate.	Commercial Air Transport operations not in accordance with the operations specifications	SACA-A10-05	Please provide additional information (specific type of operation)





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A10	E	3	ORO.AOC.100 (a)	Without prejudice to Regulation (EC) No 1008/2008 of the European Parliament and the Council, prior to commencing commercial air operations, the operator shall apply for and obtain an air operator certificate (AOC) issued by the competent authority.	Commercial Air Transport operations without a valid AOC	SACA-A10-06	
A10	E	1	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (5) a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language; (6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;	A valid AOC (either original or certified true copy) and/or operations specifications for the flights performed was/were issued but not carried on board at the time of the inspection.	SACA-A10-08	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A11	Radio Licence	<p>Check for presence and accuracy.</p> <p>Check for the correct name/callsign.</p> <p><i>Note: 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.</i></p> <p><i>Note: Although CAT.GEN.MPA.180 does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in the ramp inspection manual (RIM) on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p><i>Note: Certain Radio Licences contain expiration date. If a Radio Licence is found to be expired, this should be recorded as a General Remark only.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A11	E	1	CAT.GEN.MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (7) the original aircraft radio licence, if applicable;	Incorrect information on the Radio Station Licence	SACA-A11-01	Indicate what is incorrect
A11	E	1	CAT.GEN.MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (7) the original aircraft radio licence, if applicable;	A valid Radio Station Licence was issued but not carried on board at the time of the inspection.	SACA-A11-02	
A11	E	2	CAT.GEN.MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (7) the original aircraft radio licence, if applicable;	No valid Radio Station Licence issued	SACA-A11-03	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A11	E	G	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (7) the original aircraft radio licence, if applicable;	Radio Station Licence on board expired	SACA-A11-04	





Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	<p>Check for presence, accuracy and validity. If no original CofA is carried on board, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if its content is in compliance with the requirement (including English translation if written in another language).</p> <p><i>Note: In the case where an aircraft is identified without an original 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.</i></p> <p><i>Note: 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.</i></p> <p><i>Note: Although CAT.GEN.MPA.180 does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofA was not found on board during the inspection, the CAT 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 CAT 1 finding created for this purpose (see the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although Regulation (EU) No 748/2012 requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the requirements, but the layout is different.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A12	E	G	Regulation (EU) no 748/2012, Subpart H, 21.B.325	(a) The competent authority of the Member State of registry shall issue or change a certificate of airworthiness (EASA Form 25, see Appendix VI) without undue delay when it is satisfied that the requirements of point 21.B.326 and the applicable requirements of Section A of Subpart H of this Annex I (Part 21) are met.	Format of CofA not in accordance with Regulation (EU) No 748/2012 requirements	SACA-A12-01	Indicate the particulars of the situation observed
A12	E	2	Regulation (EU) no 748/2012,	When the Forms of this Annex are issued in a language other than English they shall include an English translation	No English translation of the CofA	SACA-A12-02	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			Annex I, Appendices				
A12	E	3	Regulation (EU) no 748/2012, Subpart H, 21.B.325	(a) The competent authority of the Member State of registry shall issue or change a certificate of airworthiness (EASA Form 25, see Appendix VI) without undue delay when it is satisfied that the requirements of point 21.B.326 and the applicable requirements of Section A of Subpart H of this Annex I (Part 21) are met. (c) For a new aircraft or used aircraft originating from a non-member State, in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the competent authority of the Member State of registry shall issue an initial airworthiness review certificate (EASA Form 15a, see Appendix II).	CofA not issued (and/ or airworthiness review certificate if applicable) by the State of registry	SACA-A12-03	Indicate the particulars of the situation observed
A12	E	1	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (3) the original certificate of airworthiness (CofA);	A valid CofA was issued but not carried on board at the time of the inspection.	SACA-A12-04	
A12	I	3	CC-39a	Endorsement of certificates and licences a) Any aircraft or part thereof with respect to which there exists an international standard of airworthiness or performance, and which failed in any respect to satisfy that standard at the time of its certification, shall have endorsed on or attached to its airworthiness certificate a complete enumeration of the details in respect of which it so failed.	Endorsed CofA without permission of the State of inspection	SACA-A12-05	
		CC-40	Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.				
A12	E	3	CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (3) the original certificate of airworthiness (CofA);	No valid CofA issued or CofA invalid/expired	SACA-A12-06	





Inspection Item	Inspections Item Title	Inspecting Instructions
A13	Flight Preparation	<p>Check for presence and accuracy of Operational Flight Plan. Compare with the relevant instructions the operations manual.</p> <p><i>Note: there is no requirement to sign the OFP; it is only required that forms are completed and but not necessarily signed. Inspectors should focus on the objectives of the requirement; instead of looking for signatures and completed documents, the content should whenever possible be verified.</i></p> <p>Check for proper filing system (retaining of all relevant flight preparation documents).</p> <p>Check for proper performance and fuel calculation.</p> <p><i>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.</i></p> <p>Check that the fuel consumption monitoring of the incoming flight was performed <u>in accordance with the approved procedures</u>. In case no procedures have been established, a finding should be raised under A04.</p> <p>Check if the operator has selected appropriate alternate aerodromes (if required).</p> <p>Check RFFS requirements in OM.</p> <p>Check whether appropriate meteorological information are carried on board (including for alternate aerodromes).</p> <p><i>Note: Availability of meteorological information through ACARS should be considered compliant provided that relevant procedures in the operations manual are available.</i></p> <p><i>Note: CAT.OP.MPA.180(b) allows that, for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the relevant meteorological information may be retained at the aerodrome or operating site instead.</i></p> <p>When refuelling with passengers on board, check if qualified personnel are at the required positions (in accordance with the operations manual). Furthermore check that a two way communication system with the ground crew is established.</p> <p>When circumstances dictate (e.g. aircraft undergoes significant delay) check whether the cabin crew members are in compliance with the flight and duty time rules contained within the operations manual.</p> <p>Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima.</p> <p>Check whether the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes) are carried on board.</p>







		<p><i>Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i></p> <p>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 ATS flight plan.</p> <p><i>Note: Alternate airports do not always need to be mentioned on the ATC flight plan, e.g. flight allowed without an alternate.</i> <i>Note: Depending on the type of operations/airborne equipment, Item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.</i></p>
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	E	1	CAT.OP.MPA.175(a)	An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.	No copy of the operational flight plan retained on the ground	SACA-A13-01	
			CAT.GEN.MPA.185	(a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate;			
			ORO.MLR.115 (b)	The following information used for the preparation and execution of a flight, and associated reports, shall be stored for 3 months: (1) the operational flight plan, if applicable;			
A13	E	2	CAT.OP.MPA.150	(b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including:	Fuel calculation not in accordance with EU requirements, but total fuel on board at or above minimum EU requirements	SACA-A13-02	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions.			
			AMC1 CAT.OP.MPA. 150(b)	The operator should base the defined fuel policy, including calculation of the amount of fuel to be on board for departure, on the following planning criteria: [see AMC publications for the full text]			
A13	E	2	CAT.OP.MPA. 100 (a)	The operator shall ensure that: (1) air traffic services (ATS) appropriate to the airspace and the applicable rules of the air are used for all flights whenever available; (2) in-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.	ATS Flight plan incorrect	SACA-A13-03	Indicate why the ATC flight plan is incorrect
			CAT.OP.MPA. 190	(a) If an ATS flight plan is not submitted because it is not required by the rules of the air, adequate information shall be deposited in order to permit alerting services to be activated if required. (b) When operating from a site where it is impossible to submit an ATS flight plan, the ATS flight plan shall be transmitted as soon as possible after take-off by the commander or the operator.			
			EUR 2.1.2.1	Operators of aircraft approved for B-RNAV shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV 5			
			EUR 2.1.2.2	Operators of aircraft approved for P-RNAV, not relying solely on VOR/DME for determination of position, shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV 1.			
			EUR 2.1.2.3	Operators of aircraft approved for P-RNAV, relying solely on VOR/DME for determination of position, shall insert the letter Z in Item 10a of the flight plan and the descriptor EURPRNAV in Item 18 of the flight plan, following the NAV/ indicator.			
			EUR 2.1.5.1	The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.			
			EUR 2.1.5.2	Operators of RVSM-approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			EUR 2.1.6.1	modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator. Except for operations within the airspace designated in accordance with 9.7.1.1, operators of non-RVSM-approved aircraft shall flight plan to operate outside the RVSM airspace as specified in 4.2.1.			
A13	E	1	CAT.GEN.MPA.180	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (11) details of the filed ATS flight plan, if applicable;	ATS flight plan not carried on board	SACA-A13-04	
A13	E	2	CAT.OP.MPA.175 (b)	The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) space-based facilities, ground facilities and services that are required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and (8) any additional operational limitation can be complied with.	Content and use of the Operational Flight plan not in accordance with the operations manual	SACA-A13-05	Indicate the particulars of the situation observed
			AMC1 CAT.OP.MPA.175(a)	(c) The operational flight plan and its use should be described in the operations manual.			
A13	E	3	CAT.OP.MPA.150	(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover	Fuel on board less than minimum requirements	SACA-A13-06	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority.</p> <p>(b) The operator shall ensure that the planning of flights is based upon at least:</p> <p>(1) procedures contained in the operations manual and:</p> <p>(i) data provided by the aircraft manufacturer; or</p> <p>(ii) current aircraft-specific data derived from a fuel consumption monitoring system; and</p> <p>(2) the operating conditions under which the flight is to be conducted including:</p> <p>(i) aircraft fuel consumption data;</p> <p>(ii) anticipated masses;</p> <p>(iii) expected meteorological conditions; and</p> <p>(iv) air navigation services provider(s) procedures and restrictions.</p> <p>(c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes:</p> <p>(1) taxi fuel;</p> <p>(2) trip fuel;</p> <p>(3) reserve fuel consisting of:</p> <p>(i) contingency fuel;</p> <p>(ii) alternate fuel, if a destination alternate aerodrome is required;</p> <p>(iii) final reserve fuel; and</p> <p>(iv) additional fuel, if required by the type of operation; and</p> <p>(4) extra fuel if required by the commander.</p> <p>(d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes:</p> <p>(1) trip fuel for the remainder of the flight; and</p> <p>(2) reserve fuel consisting of:</p> <p>(i) contingency fuel;</p> <p>(ii) alternate fuel, if a destination alternate aerodrome is required;</p> <p>(iii) final reserve fuel; and</p> <p>(iv) additional fuel, if required by the type of operation; and</p> <p>(3) extra fuel if required by the commander.</p>			the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			GM1 CAT.OP.MPA. 150(b)	(a) As an example, the following values of statistical coverage of the deviation from the planned to the actual trip fuel provide appropriate statistical coverage. (1) 99 % coverage plus 3 % of the trip fuel, if the calculated flight time is less than 2 hours, or more than 2 hours and no weather-permissible ERA aerodrome is available. (2) 99 % coverage if the calculated flight time is more than 2 hours and a weather-permissible ERA aerodrome is available. (3) 90 % coverage if: (i) the calculated flight time is more than 2 hours; (ii) a weather-permissible ERA aerodrome is available; and (iii) at the destination aerodrome two separate runways are available and usable, one of which is equipped with an ILS/MLS, and the weather conditions are in compliance with CAT.OP.MPA.180(b)(2), or the ILS/MLS is operational to CAT II/III operating minima and the weather conditions are at or above 500 ft.			
			CAT.GEN. MPA.180 (a)	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (18) appropriate meteorological information;			
			CAT.OP.MPA. 175(b)	The flight shall not be commenced unless the commander is satisfied that: (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and (8) any additional operational limitation can be complied with.			
A13	E	3	CAT.OP.MPA. 175(b)	The flight shall not be commenced unless the commander is satisfied that: (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) space-based facilities, ground facilities and services that are required for the planned flight are available and adequate;	Appropriate departure, destination or alternate airports NOTAMs not carried on board	SACA-A13-07	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; ...			
A13	E	3	CAT.OP.MPA. 255 (b)	The commander shall only commence a flight or intentionally fly into expected or actual icing conditions if the aircraft is certified and equipped to cope with such conditions.	Flight operated in known icing conditions without suitable certification and/or equipment	SACA-A13-08	
A13	E	3	CAT.OP.MPA. 250	(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft. (b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.	No icing inspection performed by crew or ground staff with ground icing conditions	SACA-A13-09	
A13	E	2	CAT.OP.MPA. 175(a)	An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.	Incorrect Operational Flight Plan	SACA-A13-10	Indicate why the OFP is incorrect
			AMC1 CAT.OP.MPA. 175(a)	(a) The operational flight plan used and the entries made during flight should contain the following items: (1) aircraft registration; (2) aircraft type and variant; (3) date of flight; (4) flight identification; (5) names of flight crew members; (6) duty assignment of flight crew members; (7) place of departure; (8) time of departure (actual off-block time, take-off time); (9) place of arrival (planned and actual); (10) time of arrival (actual landing and on-block time); (11) type of operation (ETOPS, VFR, ferry flight, etc.); (12) route and route segments with checkpoints/waypoints, distances, time and tracks; (13) planned cruising speed and flying times between checkpoints/waypoints (estimated and actual times overhead); (14) safe altitudes and minimum levels; (15) planned altitudes and flight levels;			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(16) fuel calculations (records of in-flight fuel checks); (17) fuel on board when starting engines; (18) alternate(s) for destination and, where applicable, take-off and en-route, including information required in (a)(12) to (15); (19) initial ATS flight plan clearance and subsequent reclearance; (20) in-flight replanning calculations; and (21) relevant meteorological information.			
A13	E	3	CAT.OP.MPA.175(a)	An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.	No Operational Flight Plan	SACA-A13-11	
			CAT.GEN.MPA.180	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (21) the operational flight plan, if applicable;			
A13	E	3	CAT.OP.MPA.180	(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) 1 hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of 2 hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, 2 hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. (3) for operations approved in accordance with Annex V (Part-SPA), Subpart L — SINGLE ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), 30 minutes flying time at normal cruising speed in still air conditions, based on the actual take-off mass.	Less than required or unsuitable alternate(s) airports selected	SACA-A13-12	Indicate the selected aerodrome(s) and why they are unsuitable





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>In the case of multi-engined aeroplanes, if the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power.</p> <p>(b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or:</p> <p>(1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed 6 hours; and</p> <p>(2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from 1 hour before until 1 hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height +500 ft, whichever is greater, and the ground visibility will be at least 5 km</p> <p>(c) The operator shall select two destination alternate aerodromes when:</p> <p>(1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or</p> <p>(2) no meteorological information is available.</p> <p>(d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>			
A13	E	3	CAT.GEN.MPA.180	<p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:</p> <p>(18) appropriate meteorological information;</p>	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	SACA-A13-13	Indicate the particulars of the situation observed
		CAT.OP.MPA.245	<p>(a) On IFR flights the commander shall only:</p> <p>(1) commence take-off; or</p> <p>(2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning,</p>				







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima.</p> <p>(b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima.</p> <p>(c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.</p>			
A13	E	3	CAT.GEN.MPA.180	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (18) appropriate meteorological information;	Take-off intended while data indicates that DEP/DES meteorological conditions are below minima (and in-flight replanning not allowed)	SACA-A13-14	Indicate the particulars of the situation observed
			CAT.OP.MPA.245	(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.OP.MPA. 265	Before commencing take-off, the commander shall be satisfied that: (a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and (b) established aerodrome operating minima will be complied with.			
A13	E	3	CAT.GEN. MPA.180 (a)	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (18) appropriate meteorological information;	Performance and/or fuel calculation not available or significantly incorrect for the flight	SACA-A13-15	Indicate the particulars of the situation observed
			CAT.OP.MPA. 150	(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes:</p> <ul style="list-style-type: none"> <li>(1) trip fuel for the remainder of the flight; and</li> <li>(2) reserve fuel consisting of:               <ul style="list-style-type: none"> <li>(i) contingency fuel;</li> <li>(ii) alternate fuel, if a destination alternate aerodrome is required;</li> <li>(iii) final reserve fuel; and</li> <li>(iv) additional fuel, if required by the type of operation; and</li> </ul> </li> <li>(3) extra fuel if required by the commander.</li> </ul> <p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> <li>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</li> <li>(2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);</li> <li>(4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;</li> <li>(5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;</li> <li>(6) ground facilities and services required for the planned flight are available and adequate;</li> <li>(7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and</li> <li>(8) any additional operational limitation can be complied with.</li> </ul>			
			CAT.OP.MPA.175(b)	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> <li>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG)</li> </ul>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>location, baggage and cargo and aircraft operating limitations can be complied with;</p> <p>(2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);</p> <p>(3) the parts of the operations manual that are required for the conduct of the flight are available;</p> <p>(4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;</p> <p>(5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;</p> <p>(6) ground facilities and services required for the planned flight are available and adequate;</p> <p>(7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and</p> <p>(8) any additional operational limitation can be complied with.</p>			
A13	E	3	SPA.ETOPS.110	<p>(a) An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.</p> <p>(b) Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.</p> <p>(c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.</p>	Required en-route alternate(s) (ETOPS) not available	SACA-A13-16	Indicate what en-route alternate(s) was not available
A13	E	3	SPA.ETOPS.115	<p>(a) The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until 1 hour after the latest possible time</p>	ETOPS en-route alternate aerodrome below planning minima	SACA-A13-17	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1.			
A13	E	3	CAT.GEN.MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (18) appropriate meteorological information;	Actual weather and weather forecast not on board	SACA-A13-18	
			CAT.OP.MPA.245	(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.			
			CAT.OP.MPA.175	(a) An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned. (b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(3) the parts of the operations manual that are required for the conduct of the flight are available;</p> <p>(4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;</p> <p>(5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;</p> <p>(6) ground facilities and services required for the planned flight are available and adequate;</p> <p>(7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and</p> <p>(8) any additional operational limitation can be complied with.</p>			
A13	E	3	SPA.ETOPS.115(a)	The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until 1 hour after the latest possible time of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1.	Weather on required en-route alternate(s) below ETOPS minima	SACA-A13-19	Indicate the particulars of the situation observed
			SPA.ETOPS.110	<p>(a) An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.</p> <p>(b) Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.</p> <p>(c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.</p>			
A13	E	2	SPA.ETOPS.110(c)	The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.		SACA-A13-20	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.OP.MPA.180	<p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than:</p> <p>(1) for two-engined aeroplanes:</p> <p>(i) 1 hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or</p> <p>(ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of 2 hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass;</p> <p>(2) for three and four-engined aeroplanes, 2 hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass.</p> <p>If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power.</p> <p>(b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or:</p> <p>(1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed 6 hours; and</p> <p>(2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from 1 hour before until 1 hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height +500 ft, whichever is greater, and the ground visibility will be at least 5 km</p> <p>(c) The operator shall select two destination alternate aerodromes when:</p>	Required alternate airport(s) considered in OFP but not specified in the ATS flight plan		the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available. (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.			
A13	E	2	CAT.OP.MPA.280	The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded.	Fuel consumption monitoring not recorded or not performed in accordance with the procedures	SACA-A13-21	Indicate the applicable reference in the OPS Manual and the deviation from the established procedure
A13	E	3	CAT.OP.MPA.250	(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft (b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM	No intentions to request appropriate de-icing treatment	SACA-A13-22	Indicate the particulars of the situation observed
A13	E	3	CAT.OP.MPA.195	(a) An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking. (b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.	Qualified personnel not at their required positions when refuelling with passengers on board	SACA-A13-23	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	E	3	CAT.OP.MPA.195	a) An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking.	Refuelling/defueling with Avgas/wide-cut type fuel with passengers on board	SACA-A13-24	Indicate the particulars of the situation observed
A13	E	3	CAT.OP.MPA.195	(b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.	No two-way communication established with the ground crew during refuelling with passengers on board	SACA-A13-25	Indicate the particulars of the situation observed
			AMC1 CAT.OP.MPA.195(c)	Operational procedures should specify that at least the following precautions are taken: (1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and fire-fighting, handling communications and initiating and directing an evacuation; (2) two-way communication should be established and should remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication; (3) crew, personnel and passengers should be warned that re/defuelling will take place; (4) 'Fasten Seat Belts' signs should be off; (5) 'NO SMOKING' signs should be on, together with interior lighting to enable emergency exits to be identified; (6) passengers should be instructed to unfasten their seat belts and refrain from smoking; (7) the minimum required number of cabin crew should be on board and be prepared for an immediate emergency evacuation; (8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during re/defuelling, fuelling should be stopped immediately; (9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas should be kept clear at doors where stairs are not in position for use in the event of evacuation; and			





Inspection Item	Inspections Item Title	Inspecting Instructions
A14	Mass and balance calculation	<p>Check for presence of a completed mass and balance sheet (either paper or digital format) and accuracy of the mass and balance calculations, including a signature of loading supervisor.</p> <p>Check if the actual load distribution is properly reflected in the M&amp;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.</p> <p><i>Note: If additional fuel was loaded, check that it is included on the Weight and balance documentation.</i></p> <p>Check if the crew has sufficient data available (in the operations manual or AFM) to verify the Mass &amp; balance calculations.</p> <p>Check whether the mass and balance calculations account for any operational (MTOM) restriction as a result of reduced MTOM for noise certification.</p> <p><i>Note: For the crew to check the mass and balance calculation, a call to an operation center is to be considered as acceptable checking means. Therefore, before raising a CAT 2 finding "SACA A14-03 Insufficient data to enable the crew to check the Mass &amp; balance calculations", the inspector should ask the captain about his/her way to check this mass and balance calculations. The absence of data on DOW or DOI in the operations manual cannot constitute a finding on itself.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A14	E	2	CAT.POL.A.105(a)	The mass of the aeroplane: (1) at the start of the take-off; or (2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies, shall not be greater than the mass at which the requirements of the appropriate chapter can be complied with for the flight to be undertaken. Allowance may be made for expected reductions in mass as the flight proceeds and for fuel jettisoning.	Incorrect mass and/or balance calculations, within a/c limits, and having minor effect on the performance calculations.	SACA-A14-01	Provide further information as to why the calculations are incorrect.
			CAT.POL.MAB.100(a)	During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.			
			CAT.POL.MAB.105(a)	The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>distribution is such that the mass and balance limits of the aircraft are not exceeded.</p> <p>(1) Aircraft registration and type;                      (2) Flight identification, number and date;                      (3) Name of the commander;                      (4) Name of the person who prepared the document;                      (5) Dry operating mass and the corresponding CG of the aircraft;                      (i) for Performance Class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is.                      (6) Mass of the fuel at take-off and the mass of trip fuel;                      (7) Mass of consumables other than fuel, if applicable;                      (8) Load components including passengers, baggage, freight and ballast;                      (9) Take-off mass, landing mass and zero fuel mass;                      (10) Applicable aircraft CG positions; and                      (12) The limiting mass and CG values.</p> <p>The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>			
A14	E	3	CAT.POL.A.105(a)	<p>The mass of the aeroplane:</p> <p>(1) at the start of the take-off; or                      (2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies, shall not be greater than the mass at which the requirements of the appropriate chapter can be complied with for the flight to be undertaken. Allowance may be made for expected reductions in mass as the flight proceeds and for fuel jettisoning.</p>	Incorrect mass and/or balance calculations, within a/c limits, but significantly affecting the performance calculations.	SACA-A14-02	Provide further information as to why the calculations are incorrect.
		CAT.POL.MAB.100(a)	<p>During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive</p>				
		CAT.POL.MAB.105(a)	<p>The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying</p>				





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded.</p> <p>(1) Aircraft registration and type;                      (2) Flight identification, number and date;                      (3) Name of the commander;                      (4) Name of the person who prepared the document;                      (5) Dry operating mass and the corresponding CG of the aircraft;                      (i) for Performance Class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is.                      (6) Mass of the fuel at take-off and the mass of trip fuel;                      (7) Mass of consumables other than fuel, if applicable;                      (8) Load components including passengers, baggage, freight and ballast;                      (9) Take-off mass, landing mass and zero fuel mass;                      (10) Applicable aircraft CG positions; and                      (12) The limiting mass and CG values.                      The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>			
A14	E	2	CAT.POL. MAB.105(a)	<p>The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded.</p> <p>(1) Aircraft registration and type;                      (2) Flight identification, number and date;                      (3) Name of the commander;                      (4) Name of the person who prepared the document;                      (5) Dry operating mass and the corresponding CG of the aircraft;</p>	Insufficient data to enable the crew to check the Mass & balance calculations	SACA-A14-03	Provide further information as to what in particular cannot be checked by the crew on the Mass & balance calculations





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(i) for Performance Class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is.</p> <p>(6) Mass of the fuel at take-off and the mass of trip fuel;            (7) Mass of consumables other than fuel, if applicable;            (8) Load components including passengers, baggage, freight and ballast;            (9) Take-off mass, landing mass and zero fuel mass;            (10) Applicable aircraft CG positions; and            (12) The limiting mass and CG values.</p> <p>The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>			
A14	E	3	CAT.POL.A.105(a)	<p>The mass of the aeroplane:</p> <p>(1) at the start of the take-off; or            (2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies, shall not be greater than the mass at which the requirements of the appropriate chapter can be complied with for the flight to be undertaken. Allowance may be made for expected reductions in mass as the flight proceeds and for fuel jettisoning.</p>	Mass & balance outside operational limits	SACA-A14-04	Indicate the particulars of the situation observed
		CAT.POL.MAB.100(a)	<p>During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.</p>				
		CAT.POL.MAB.105(a)	<p>The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded.</p> <p>(1) Aircraft registration and type;            (2) Flight identification, number and date;            (3) Name of the commander;</p>				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(4) Name of the person who prepared the document;</p> <p>(5) Dry operating mass and the corresponding CG of the aircraft;</p> <p>(i) for Performance Class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is.</p> <p>(6) Mass of the fuel at take-off and the mass of trip fuel;</p> <p>(7) Mass of consumables other than fuel, if applicable;</p> <p>(8) Load components including passengers, baggage, freight and ballast;</p> <p>(9) Take-off mass, landing mass and zero fuel mass;</p> <p>(10) Applicable aircraft CG positions; and</p> <p>(12) The limiting mass and CG values.</p> <p>The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>			
A14	E	2	CAT.POL. MAB.100	<p>(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.</p> <p>(h) The operator shall ensure that the loading of:</p> <p>(1) its aircraft is performed under the supervision of qualified personnel; and</p> <p>(2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.</p> <p>(i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading.</p>	Load sheet does not reflect actual load distribution but within A/C limits	SACA-A14-05	Indicate the particulars of the situation observed
A14	E	3	CAT.POL. MAB.100	<p>(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.</p>	No mass and balance calculations performed	SACA-A14-06	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A14	E	3	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (20) mass and balance documentation;	No completed mass and balance sheet on board	SACA-A14-07	
A14	E	1	CAT.POL. MAB.105 (c)	The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.	Loading supervisor did not confirm that load and its distribution are in accordance with mass and balance documentation	SACA-A14-08	
A14	E	1	CAT.POL. MAB.105 (c)	The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.	PIC did not accept that the load and its distribution are in accordance with the mass and balance documentation	SACA-A14-09	
A14	E	3	CAT.POL. MAB.100(h)	(h) The operator shall ensure that the loading of: (1) its aircraft is performed under the supervision of qualified personnel; and (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.	Load sheet does not reflect actual load distribution with major impact on trim setting	SACA-A14-10	
			CAT.POL. MAB.105 (c)	The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A15	Hand Fire Extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>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.</p> <p><i>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 the ramp inspection manual (RIM) content on the categorisation of findings).</i></p> <p><i>Note: Part-CAT 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.</i></p> <p><i>Note: Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G UDF remark.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A15	E	2	CAT.IDE.A. 250	<p>(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.</p> <p>(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>(c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located</p>	HFE not at indicated location	SACA-A15-01	Provide further information as to where the HFE was found and where it is its indicated location







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				to provide adequate availability for use in each passenger compartment.			
			CAT.IDE.A. 100 (e)	All required emergency equipment shall be easily accessible for immediate use.			
			CS 25.1411 CS 23.1411	1411(a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible. 1411(b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must – (1) Be arranged so that the equipment is directly accessible and its location is obvious;			
A15	E	2	CAT.IDE.A. 100 (e)	All required emergency equipment shall be easily accessible for immediate use.	HFE not marked with the appropriate operating instructions	SACA-A15-02	
			CS.25.1561(a)	(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.			
A15	E	3	CAT.IDE.A. 250	Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment. (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment. (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight. (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons. (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.	Insufficient number of serviceable HFE	SACA-A15-03	Indicate the particulars of the situation observed
			CAT.IDE.A. 100(e)	All required emergency equipment shall be easily accessible for immediate use.			
A15	E	3	CAT.IDE.A. 250	Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.	HFE not accessible	SACA-A15-04	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>(c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.</p>			
			CAT.IDE.A. 100 (e)	All required emergency equipment shall be easily accessible for immediate use.			
			CS 25.1411, CS 23.1411	<p>1411(a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible.</p> <p>1411(b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must –</p> <p>(1) Be arranged so that the equipment is directly accessible and its location is obvious;</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
A16	Life jackets/flotation device	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: CAT.IDE.A.285 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.</i></p> <p><i>Note: CAT.IDE.A.285 requires the carriage of life jackets/flotation devices only for over-water flights at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching, as well as for seaplanes operated over water. If such conditions are not fulfilled, then findings should not be raised for this inspection item.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable this should be reported as General Remark (CAT G).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A16	E	2	CAT.IDE.A.285	<p>(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p> <p>(c) Seaplanes operated over water shall be equipped with:</p> <p>(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and</p> <p>(2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable</p> <p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p>	Life jackets/flotation devices not easily accessible when required for the type of flight	SACA-A16-01	Provide further clarification as to why the required life jackets/flotation devices are not easily accessible





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			
A16	E	3	CAT.IDE.A. 285	<p>(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p> <p>(c) Seaplanes operated over water shall be equipped with:</p> <p>(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and</p> <p>(2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable</p>	Insufficient number of life jackets/flotation devices available and required for the type of flight	SACA-A16-02	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
A17	Harness	<p>Check for presence and availability for all flight crew members.</p> <p>Check serviceability (including the automatic restraining device). If unserviceable, check the dispatch conditions in MEL.</p> <p><i>Note: If the proper functioning of the harness is restricted by the seat covering, consider it unserviceable.</i></p> <p><i>Note: If the automatic restraining device is unserviceable, consider the harness as unserviceable.</i></p> <p><i>Note: A seat belt without upper torso automatic restraining device does not meet CAT.IDE.A.205 requirements for a safety harness and it should be considered that no safety harness is installed.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A17	E	2	CAT.IDE.A.205	<p>(a) Aeroplanes shall be equipped with:</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(b) A seat belt with upper torso restraint system shall:</p> <p>(1) have a single point release;</p> <p>(2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.</p>	Pilot harness does not incorporate an automatic restraining device	SACA-A17-01	
A17	E	3	CAT.IDE.A.205	<p>(a) Aeroplanes shall be equipped with:</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(b) A seat belt with upper torso restraint system shall:</p> <p>(1) have a single point release;</p> <p>(2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.</p>	No or unserviceable safety harness for each flight crew seat (outside dispatch limits/conditions)	SACA-A17-03	





Inspection Item	Inspections Item Title	Inspecting Instructions																												
A18	Oxygen equipment	<p>Check for presence, access and condition.</p> <p>Check if the oxygen masks allow for a quick donning (rapid fitment).</p> <p><i>Note: Part-CAT 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.</i></p> <p><i>Note: All pressurised aeroplanes and unpressurised aeroplanes with an MCTOM of more than 5700Kg or having an MOPSC of more than 19 seats shall be equipped with an PBE for each flight crew member, which includes protection of the eyes. Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the PBE unserviceable.</i></p> <p><i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i></p> <table border="1"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	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
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A18	E	3	CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <ol style="list-style-type: none"> <li>(1) quick donning types of masks for flight crew members;</li> <li>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</li> <li>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member,</li> </ol>	Oxygen equipment not readily accessible and required for the type of flight	SACA-A18-01	Provide further information as to why the required oxygen equipment is not readily accessible





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				additional crew member and occupants of passenger seats, wherever seated;			
			CAT.IDE.A. 100(e)	All required emergency equipment shall be easily accessible for immediate use.			
A18	E	3	CAT.OP.MPA. 285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	Insufficient number of serviceable quick donning masks available	SACA-A18-02	Indicate the particulars of the situation observed
			CAT.IDE.A. 235(b)	Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with: (1) quick donning types of masks for flight crew members;			
A18	E	3	CAT.OP.MPA. 285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	Insufficient oxygen and/or serviceable oxygen masks	SACA-A18-03	Indicate the particulars of the situation observed
			CAT.IDE.A. 235	(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1. (b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with: (1) quick donning types of masks for flight crew members; (2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member; (3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and (4) a device to provide a warning indication to the flight crew of any loss of pressurisation. (c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p> <p>(f) The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.</p> <p>(g) The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.</p> <p>(h) The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 15 000 ft in 10 minutes.</p>			
			CAT.IDE.A. 245(a)	<p>All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:</p> <p>(1) oxygen for each flight crew member on duty in the flight crew compartment;</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and</p> <p>(3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.</p>			
			CAT.IDE.A. 240	Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.			
A18	E	3	CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <p>(1) quick donning types of masks for flight crew members;</p> <p>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</p> <p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</p> <p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %.</p>	Unserviceable oxygen system	SACA-A18-04	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p> <p>(f) The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.</p> <p>(g) The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.</p> <p>(h) The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 15 000 ft in 10 minutes.</p>			
			CAT.IDE.A. 240	Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.			
A18	E	3	CAT.IDE.A. 245	<p>(a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:</p> <p>(1) oxygen for each flight crew member on duty in the flight crew compartment;</p> <p>(2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and</p>	Protective breathing equipment not available or U/S	SACA-A18-05	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.</p> <p>(b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.</p> <p>(c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.</p> <p>(d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250, or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.</p> <p>(e) A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
A19	Independent portable light	<p>Check that appropriate portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access. Please note that all flights, including those departing in daylight, shall meet this requirement.</p> <p><i>Note: If the proper functioning of the portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal portable lights 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).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A19	E	1	CAT.IDE.A. 115 (a)	Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations. (b) Aeroplanes operated at night shall in addition be equipped with: [...]	Serviceable Independent portable lights available for both pilots, but not for other required crew member.	SACA-A19-01	Indicate the particulars of the situation observed
A19	E	3	CAT.IDE.A. 115 (a)	Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations. (b) Aeroplanes operated at night shall in addition be equipped with: [...]	Independent portable lights not readily accessible to crew members when seated at their designated stations.	SACA-A19-02	Indicate the particulars of the situation observed
A19	E	3	CAT.IDE.A. 115 (a)	Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations. (b) Aeroplanes operated at night shall in addition be equipped with: [...]	Insufficient number of Independent serviceable portable lights for each required crew member.	SACA-A19-03	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence/Composition	<p>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 the ramp inspection manual (RIM) on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: Many licences do not contain a picture of the holder. Instead, the holders are required to carry a document containing a photo for the purposes of identification. If the holder is unable to produce such a document (in original) apply the procedure described in the ramp inspection manual (RIM) on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p>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 ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if form and content (including English translation) is in compliance with Part-ARA or with ICAO Annex 1 (for validated licences).</p> <p>Check if the flight crew members are meeting the age requirements (60 years for single-pilot operations, 65 years for multi-pilot operations provided that s/he is the only flight crew member over 60). In case of licences issued by an authority other than the one of the EASA States, check the validation of the licence.</p> <p>Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses).</p> <p>Check for endorsement of language proficiency (LP) in the licence.</p> <p><i>Note: The explicit mentioning of the LP 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.</i></p> <p><i>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 finding. Such finding should be raised only by inspectors possessing an adequate English knowledge (e.g. native speakers, holders of a valid language proficiency certificate).</i></p> <p><i>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. .</i></p> <p><i>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.</i></p> <p><i>Note: If the licence of a flight crew member was not found on board during the inspection, the CAT 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 CAT 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 CAT 3</i></p>





		<p><i>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).</i></p> <p><i>Note: Licences issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 are automatically valid in all the EU states, Iceland, Norway and Switzerland.</i></p> <p>Check if the crew composition meets the minimum crew requirements (available in the AFM).</p> <p>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.</p>
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	E	1	Appendix I to Annex VI Part-ARA	<p>The flight crew licence issued by a Member State in accordance with Part-FCL shall conform to the following specifications:</p> <p>(a) Content. The item number shown shall always be printed in association with the item heading. Items I to XI are the "permanent" items and items XII to XIV are the "variable" items which may appear on a separate or detachable part of the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.</p> <p>(1) Permanent items:</p> <p>(I) State of licence issue;</p> <p>(II) title of licence;</p> <p>(III) serial number of the licence commencing with the UN country code of the State of licence issue and followed by "FCL" and a code of numbers and/or letters in Arabic numerals and in latin script;</p> <p>(IV) name of holder (in latin script, even if the script of the national language(s) is other than latin);</p> <p>(IVa) date of birth;</p> <p>(V) holder's address;</p> <p>(VI) nationality of holder;</p> <p>(VII) signature of holder;</p> <p>(VIII) competent authority and, where necessary, conditions under which the licence was issued;</p> <p>(IX) certification of validity and authorisation for the privileges granted;</p>	Form and/or content not in compliance with the applicable requirements (licence, medical certificate)	SACA-A20-01	Indicate what document (licence, medical certificate)





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(X) signature of the officer issuing the licence and the date of issue; and            (XI) seal or stamp of the competent authority.            (2) Variable items            (XII) ratings and certificates: class, type, instructor certificates, etc., with dates of expiry. Radio telephony (R/T) privileges may appear on the licence form or on a separate certificate;            (XIII) remarks: i.e. special endorsements relating to limitations and endorsements for privileges, including endorsements of language proficiency and ratings for Annex II aircraft when used for commercial air transportation; and            (XIV) any other details required by the competent authority (e.g. place of birth/place of origin).            (b) Material. The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the competent authority.            (c) Language. Licences shall be written in the national language(s) and in English and such other languages as the competent authority deems appropriate.</p>			







		<p>Appendix I to Annex VI Part-ARA 290/2012</p>	<p>The medical certificate shall conform to the following specifications:</p> <p>(a) Content</p> <p>(1) State where the pilot licence has been issued or applied for (I),</p> <p>(2) Class of medical certificate (II),</p> <p>(3) Certificate number commencing with the UN country code of the State where the pilot licence has been issued or applied for and followed by a code of numbers and/or letters in Arabic numerals and latin script (III),</p> <p>(4) Name of holder (IV),</p> <p>(5) Nationality of holder (VI),</p> <p>(6) Date of birth of holder: (dd/mm/yyyy) (XIV),</p> <p>(7) Signature of holder (VII)</p> <p>(8) Limitation(s) (XIII)</p> <p>(9) Expiry date of the medical certificate (IX) for:          Class 1 single pilot commercial operations carrying passengers,          Class 1 other commercial operations,          Class 2,          LAPL</p> <p>(10) Date of medical examination</p> <p>(11) Date of last electrocardiogram</p> <p>(12) Date of last audiogram</p> <p>(13) Date of issue and signature of the AME or medical assessor that issued the certificate (X). GMP may be added to this field if they have the competence to issue medical certificates under the national law of the Member State where the licence is issued.</p> <p>(14) Seal or stamp (XI)</p> <p>(b) Material: Except for the case of LAPL issued by a GMP the paper or other material used shall prevent or readily show any alterations or erasures. Any entries or deletions to the form shall be clearly authorised by the licensing authority.</p> <p>(c) Language: Licences shall be written in the national language(s) and in English and such other languages as the licensing authority deems appropriate.</p> <p>(d) All dates on the medical certificate shall be written in a dd/mm/yyyy format.</p> <p>(e) A standard medical certificate format is shown in this Appendix.</p>			
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INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	I	3	A6-I-9.1.2	The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used.	No crewmember holds a valid R/T licence/rating	SACA-A20-02	
A20	E	2	FCL.055	(c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be re-evaluated every: (1) 4 years, if the level demonstrated is operational level; or (2) 6 years, if the level demonstrated is extended level.	Language proficiency endorsement expired	SACA-A20-04	Indicate expiry date, the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
A20	E	3	FCL.055	(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to: (1) communicate effectively in voice-only and in face-to-face situations; (2) communicate on common and work-related topics with accuracy and clarity; (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context; (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and	Language proficiency endorsement missing or lower than the required operational level (Level 4)	SACA-A20-05	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available, the licence issuing State and the validation state (for licences issued by a non-EASA State)





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(5) use a dialect or accent which is intelligible to the aeronautical community.			
			Annex III to Reg. 1178/2011, art. 3(c)	In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements: (c) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055;			
A20	E	2	FCL.055	(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date. (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to: (1) communicate effectively in voice-only and in face-to-face situations;	Pilot(s) having obvious difficulty speaking in English, despite holding a valid ELP endorsement	SACA-A20-06	Indicate the elements substantiating this assessment, as well as licence issuer and number
A20	E	2	Regulation (EU) No 290/2012, Appendix VI to Annex VI Part-ARA (a)	The medical certificate shall conform to the following specifications: (a) Content (2) Class of medical certificate (II),	No mention of ICAO medical class	SACA-A20-09	
			FCL MED.A.030	(a) A student pilot shall not fly solo unless that student pilot holds a medical certificate, as required for the relevant licence. (b) Applicants for and holders of a light aircraft pilot licence (LAPL) shall hold at least an LAPL medical certificate. (c) Applicants for and holders of a private pilot licence (PPL), a sailplane pilot licence (SPL), or a balloon pilot licence (BPL) shall hold at least a Class 2 medical certificate. (d) Applicants for and holders of an SPL or a BPL involved in commercial sailplane or balloon flights shall hold at least a Class 2 medical certificate.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(e) If a night rating is added to a PPL or LAPL, the licence holder shall be colour safe. (f) Applicants for and holders of a commercial pilot licence (CPL), a multi-crew pilot licence (MPL), or an airline transport pilot licence (ATPL) shall hold a Class 1 medical certificate. (g) If an instrument rating is added to a PPL, the licence holder shall undertake pure tone audiometry examinations in accordance with the periodicity and the standard required for Class 1 medical certificate holders. (h) A licence holder shall not at any time hold more than one medical certificate issued in accordance with this Part.			
A20	E	2	ORO.FC.100 (c)	All flight crew members shall hold a licence and ratings issued or accepted in accordance with Regulation (EU) No 1178/2011 and appropriate to the duties assigned to them	Licence not validated by an EASA state (however licence and rating(s) valid and appropriate) whereby aircraft registered in an EASA State	SACA-A20-10	
A20	E	2	FCL MED.B.070 (j)	(j) Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction: (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s);	Spare correcting spectacles not available (for multi-pilot operations)	SACA-A20-11	Indicate the particulars of the situation observed
A20	E	3	ORO.FC.100 (c)	All flight crew members shall hold a licence and ratings issued or accepted in accordance with Regulation (EU) No 1178/2011 and appropriate to the duties assigned to them.	Flight crew member without appropriate licence/rating	SACA-A20-12	
A20	E	3	FCL MED.A.045	(a) Validity (1) Class 1 medical certificates shall be valid for a period of 12 months. (2) The period of validity of Class 1 medical certificates shall be reduced to 6 months for licence holders who: (i) are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40; (ii) have reached the age of 60. (3) Class 2 medical certificates shall be valid for a period of: (i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;	Medical certificate invalid for the privileges being exercised	SACA-A20-13	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(ii) 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and</p> <p>(iii) 12 months after the age of 50.</p> <p>(4) LAPL medical certificates shall be valid for a period of:</p> <p>(i) 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;</p> <p>(ii) 24 months after the age of 40.</p> <p>(5) The validity period of a medical certificate, including any associated examination or special investigation, shall be:</p> <p>(i) determined by the age of the applicant at the date when the medical examination takes place; and</p> <p>(ii) calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.</p>			
A20	E	3	FCL MED.B.070 (j)	<p>Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction:</p> <p>(1) (i) for distant vision, spectacles or contact lenses shall be worn whilst exercising the privileges of the applicable licence(s);</p> <p>(ii) for near vision, a pair of spectacles for near use shall be kept available during the exercise of the privileges of the licence;</p> <p>(2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s);</p> <p>(3) the correction shall provide optimal visual function, be well-tolerated and suitable for aviation purposes;</p> <p>(4) if contact lenses are worn, they shall be for distant vision, monofocal, non-tinted and well tolerated;</p> <p>(5) applicants with a large refractive error shall use contact lenses or high-index spectacle lenses;</p> <p>(6) no more than one pair of spectacles shall be used to meet the visual requirements;</p> <p>(7) orthokeratological lenses shall not be used.</p>	No correcting lenses available and/or used when required	SACA-A20-14	Indicate the particulars of the situation observed
A20	E	3	FCL.065 (a)	<p>Curtailment of privileges of licence holders aged 60 years or more in commercial air transport</p>	Pilotaged 60 or more, engaged in single-pilot commercial air transport	SACA-A20-15	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.			
A20	E	3	FCL.065 (b)	Age 65. Except in the case of a holder of a balloon or sailplane pilot license, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.	Pilot aged 65 or more, engaged in commercial air transport	SACA-A20-16	
A20	E	3	FCL MED.B.070 (j)	Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction: (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s); (7) orthokeratological lenses shall not be used.	Spare correcting spectacles not available (for single pilot operations)	SACA-A20-17	
A20	E	1	FCL.045	Obligation to carry and present documents (a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence. (b) The pilot shall also carry a personal identification document containing his/her photo.	A valid and appropriate Flight crew licence and/or Medical certificate was issued but not carried on board at the time of the inspection.	SACA-A20-18	
A20	E	3	ORO.FC.100	a) The composition of the flight crew and the number of flight crew members at designated crew stations shall be not less than the minimum specified in the aircraft flight manual or operating limitations prescribed for the aircraft. b) The flight crew shall include additional flight crew members when required by the type of operation and shall not be reduced below the number specified in the operations manual.	Insufficient number of flight crew members	SACA-A20-19	Describe the observed situation vs. the requirements in the OPS Manual
A20	E	3	CAT.GEN. MPA.100	b) The crew member shall: (4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;	Flight Crew member not in compliance with the flight and duty time rules	SACA-A20-20	Describe the observed situation vs. the requirements in the OPS Manual
			ORO.MLR.100 (a)	The operator shall establish an operations manual (OM) as specified under 8.b. of Annex IV to Regulation (EC) No 216/2008.			
A20	E	1	Annex III to Reg. 1178/2011, art. 1	A pilot licence issued in compliance with the requirements of Annex1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.	Format and/or content of validated licence not meeting ICAO Annex 1 requirements	SACA-A20-21	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF  
RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc #	INST.RI.01/003
Approval Date	20/03/2019





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A21	Journey Log Book or equivalent	<p>Check for presence.</p> <p><i>Note: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in AMC1 ORO.MLR.110).</i></p> <p>Check if content of Journey log/General Declaration complies with the requirement and if properly filled in.</p> <p>Check, when EFBs are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A21	E	1	ORO.MLR.110	Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent.	Inconsistent data entered into the Journey log or equivalent	SACA-A21-01	Indicate the particulars of the situation observed
			CAT.GEN. MPA.180(a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (9) the journey log, or equivalent, for the aircraft;			
			CAT.GEN. MPA.180(b)	Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (3) journey log, or equivalent;			
A21	E	2	ORO.MLR.110	Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent.	Flight details not recorded in a journey log or equivalent	SACA-A21-02	Indicate the particulars of the situation observed
			CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (9) the journey log, or equivalent, for the aircraft;			
			CAT.GEN. MPA.180 (b)	Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (3) journey log, or equivalent;			
A21	E	2	CAT.GEN. MPA.180 (a)	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (9) the journey log, or equivalent, for the aircraft;	Journey log or equivalent not on board	SACA-A21-03	
			CAT.GEN. MPA.180(b)	Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (3) journey log, or equivalent;			
A21	E	2	ORO.MLR.110	Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent.	Flight details not updated on the EFB	SACA-A21-04	
			CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (9) the journey log, or equivalent, for the aircraft;			





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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A22	E	3	CAT.GEN.MPA.105	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EC) No 2042/2003;	Maintenance Statement showing overdue maintenance	SACA-A22-01	
			CAT.OP.MPA.175	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;			
			M.A.306(a)(3)	(a) ForFor CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, the operator shall use a technical log system containing the following information for each aircraft: (3) the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere			
A22	E	2	145.A.50	(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45 and that there are no non-compliances which are known to endanger flight safety.	Certificate of release to service with incorrect or incomplete traceability data	SACA-A22-02	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003
Approval Date 20/03/2019

Table with 8 columns: Inspection Item, Std., Cat., Std. ref., Standard's Text, Pre-described Finding, PDF code, Instructions for completing the detailed description. The Standard's Text column contains detailed regulatory text regarding aircraft maintenance release certificates.





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A23	Defect notification and rectification (incl. Tech Log)	<p>Check for any deferred defects (specify in the report where necessary).</p> <p>Check that defects 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.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24CAT 2 &amp; CAT G procedure.</i></p> <p>When defect deferments include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL.</p> <p>Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL.</p> <p><i>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.</i></p> <p>Check, when EFBs are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronize correctly according to operator procedures.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	E	1	CAT.OP.MPA.175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	SACA-A23-01	Indicate the particulars of the situation observed
			M.A.306 (a)	(a) ) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and;			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data or the MEL. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			CAT.GEN. MPA.100(b)	(b) The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN. MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight; (2) be responsible for the operation and safety of the aircraft: (i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down; (12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EC) No 2042/2003; (13) be satisfied that relevant emergency equipment remains easily accessible for immediate use.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			ORO.MLR.105	<p>(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003.</p> <p>(b) The MEL and any amendment thereto shall be approved by the competent authority.</p> <p>(c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales.</p> <p>(d) In addition to the list of items, the MEL shall contain:</p> <ol style="list-style-type: none"> <li>(1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL;</li> <li>(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;</li> <li>(3) the scope, extent and purpose of the MEL.</li> </ol> <p>(e) The operator shall:</p> <ol style="list-style-type: none"> <li>(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;</li> <li>(2) establish an effective rectification programme;</li> <li>(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when:               <ol style="list-style-type: none"> <li>(i) the defect has been rectified; or</li> <li>(ii) the rectification interval has been extended in accordance with (f).</li> </ol> </li> </ol>			
A23	E	1	CAT.OP.MPA.175 (b)(1)	<p>(b) The flight shall not be commenced unless the commander is satisfied that:</p> <ol style="list-style-type: none"> <li>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</li> </ol>	Item closed but not reported as such in the deferred defect list / hold item list	SACA-A23-02	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			CAT.GEN. MPA.100(b)	(b) The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN. MPA.105(a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) The MEL and any amendment thereto shall be approved by the competent authority.</p> <p>(c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales.</p> <p>(d) In addition to the list of items, the MEL shall contain:</p> <p>(1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL;</p> <p>(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;</p> <p>(3) the scope, extent and purpose of the MEL.</p> <p>(e) The operator shall:</p> <p>(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;</p> <p>(2) establish an effective rectification programme;</p> <p>(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when:</p> <p>(i) the defect has been rectified; or</p> <p>(ii) the rectification interval has been extended in accordance with (f).</p>			
			CAT.GEN.MPA.105(a)	<p>The commander, in addition to complying with CAT.GEN.MPA.100, shall:</p> <p>(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);</p>			
A23	E	2	CAT.OP.MPA.175 (b)(1)	<p>(b) The flight shall not be commenced unless the commander is satisfied that:</p> <p>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</p>	Maintenance action not properly reported	SACA-A23-03	Indicate the particulars of the situation observed







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			ORO.MLR.115	(a) The records of the activities referred to in ORO.GEN.200 shall be stored for at least 5 years. (b) The following information used for the preparation and execution of a flight, and associated reports, shall be stored for 3 months: (1) the operational flight plan, if applicable; (2) route-specific notice(s) to airmen (NOTAM) and aeronautical information services (AIS) briefing documentation, if edited by the operator; (3) mass and balance documentation; (4) notification of special loads, including written information to the commander/pilot-in-command about dangerous goods; (5) the journey log, or equivalent; and			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(6) flight report(s) for recording details of any occurrence, or any event that the commander/pilot-in-command deems necessary to report or record;			
A23	E	2	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Deferred defect closed after the deadline and aircraft in operation during that period	SACA-A23-04	Indicate the particulars of the situation observed
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			ORO.MLR.105	<p>(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003.</p> <p>(b) The MEL and any amendment thereto shall be approved by the competent authority.</p> <p>(c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales.</p> <p>(d) In addition to the list of items, the MEL shall contain:</p> <ol style="list-style-type: none"> <li>(1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL;</li> <li>(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;</li> <li>(3) the scope, extent and purpose of the MEL.</li> </ol> <p>(e) The operator shall:</p> <ol style="list-style-type: none"> <li>(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;</li> <li>(2) establish an effective rectification programme;</li> <li>(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when:               <ol style="list-style-type: none"> <li>(i) the defect has been rectified; or</li> <li>(ii) the rectification interval has been extended in accordance with (f).</li> </ol> </li> </ol>			
			CAT.GEN.MPA.105 (a)	<p>(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall:</p> <p>(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);</p>			
			CAT.GEN.MPA.105 (a)	<p>The commander, in addition to complying with CAT.GEN.MPA.100, shall:</p> <p>(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	E	2	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Known defect not reported/assessed	SACA-A23-05	Indicate the particulars of the situation observed
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403	(a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight. (b) Only the authorised certifying staff, ► M3 according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) ◀ can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when: 1. the approved minimum equipment list as mandated by the competent authority is used by the pilot; or, 2. aircraft defects are defined as being acceptable by the competent authority. (c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			CAT.GEN.MPA.100 (b)	The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN.MPA.105 (a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. (b) The MEL and any amendment thereto shall be approved by the competent authority. (c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales. (d) In addition to the list of items, the MEL shall contain: (1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL; (2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL; (3) the scope, extent and purpose of the MEL. (e) The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL; (2) establish an effective rectification programme;			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended in accordance with (f).			
A23	E	2	CAT.OP.MPA.175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	No evidence of identification nor monitoring of significant defect	SACA-A23-06	Indicate the nature and extent of the defect
		M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.				
		M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.GEN.MPA.100(b)	The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN.MPA.105 (a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. (b) The MEL and any amendment thereto shall be approved by the competent authority. (c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales. (d) In addition to the list of items, the MEL shall contain: (1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL; (2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL; (3) the scope, extent and purpose of the MEL. (e) The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL; (2) establish an effective rectification programme; (3) only operate the aircraft after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended in accordance with (f).			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	E	3	CAT.OP.MPA.175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Deferred defect open while the MEL rectification interval has expired	SACA-A23-07	Indicate the defect and the rectification deadline
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			CAT.GEN.MPA.100(b)	The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN.MPA.105	The commander, in addition to complying with CAT.GEN.MPA.100, shall:			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			ORO.MLR.105	<p>(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);</p> <p>(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003.</p> <p>(b) The MEL and any amendment thereto shall be approved by the competent authority.</p> <p>(c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales.</p> <p>(d) In addition to the list of items, the MEL shall contain:</p> <p>(1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL;</p> <p>(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;</p> <p>(3) the scope, extent and purpose of the MEL.</p> <p>(e) The operator shall:</p> <p>(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;</p> <p>(2) establish an effective rectification programme;</p> <p>(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when:</p> <p>(i) the defect has been rectified; or</p> <p>(ii) the rectification interval has been extended in accordance with (f).</p>			
A23	E	3	CAT.OP.MPA.175 (b)(1)	<p>(b) The flight shall not be commenced unless the commander is satisfied that:</p> <p>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</p>	Technical logbook entry not understood by the flight crew members	SACA-A23-08	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			M.A.403 (c)(d)	(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data. (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.			
			CAT.GEN. MPA.100(b)	The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN. MPA.105(a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) The MEL and any amendment thereto shall be approved by the competent authority.</p> <p>(c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales.</p> <p>(d) In addition to the list of items, the MEL shall contain:</p> <p>(1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL;</p> <p>(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;</p> <p>(3) the scope, extent and purpose of the MEL.</p> <p>(e) The operator shall:</p> <p>(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;</p> <p>(2) establish an effective rectification programme;</p> <p>(3) only operate the aircraft after expiry of the rectification interval specified in the MEL when:</p> <p>(i) the defect has been rectified; or</p> <p>(ii) the rectification interval has been extended in accordance with (f).</p>			
A23	E	2	CAT.OP.MPA.175 (b)(1)	<p>(b) The flight shall not be commenced unless the commander is satisfied that:</p> <p>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</p>	Incorrect rectification interval applied (but still within the prescribed MEL interval)	SACA-A23-09	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			CAT.GEN.MPA.105(a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. (b) The MEL and any amendment thereto shall be approved by the competent authority. (c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales. (d) In addition to the list of items, the MEL shall contain: (1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL; (2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL; (3) the scope, extent and purpose of the MEL. (e) The operator shall:			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL; (2) establish an effective rectification programme; (3) only operate the aircraft after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended in accordance with (f).			
A23	E	3	M.A.401 (a)  CAT.OP.MPA.175 (b)(1)	(a) The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs.  (b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	SACA-A23-10	
A23	E	3	M.A.801 (b)	(b) No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by: 1. appropriate certifying staff on behalf of the maintenance organisation approved in accordance with Section A, Subpart F of this Annex (Part M); or 2. certifying staff in compliance with the requirements laid down in Annex III (Part-66), except for complex maintenance tasks listed in Appendix VII to this Annex for which point 1 applies; or 3. by the Pilot-owner in compliance with point M.A.803;	Maintenance action not performed by appropriately qualified personnel	SACA-A23-11	
A23	E	3	Regulation 2018/1139, Annex V, 6.1	6.1 The aircraft must not be operated unless: (a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation; (b) the operational and emergency equipment necessary for the intended flight is serviceable;	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL	SACA-A23-12	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and (d) the maintenance of the aircraft is performed in accordance with the applicable requirements. 6.3. The aircraft must not be operated unless it is released to service by qualified persons or organisations, after maintenance. The signed release to service must contain in particular, the basic details of the maintenance carried out.			
			CAT.GEN.MPA.100(b)	The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;			
			CAT.GEN.MPA.105 (a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			
			ORO.MLR.105	(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. (b) The MEL and any amendment thereto shall be approved by the competent authority. (c) The operator shall amend the MEL after any applicable change to the MMEL within the acceptable timescales. (d) In addition to the list of items, the MEL shall contain: (1) a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL; (2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL; (3) the scope, extent and purpose of the MEL. (e) The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL; (2) establish an effective rectification programme; (3) only operate the aircraft after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended in accordance with (f).			
A23	E	3	M.A.402	Except for maintenance performed by a maintenance organisation approved in accordance with Annex II (Part-145), any person or organisation performing maintenance shall: (a) be qualified for the tasks performed, as required by this part; (b) ensure that the area in which maintenance is carried out is well organised and clean in respect of dirt and contamination; (c) use the methods, techniques, standards and instructions specified in the M.A.401 maintenance data; (d) use the tools, equipment and material specified in the M.A.401 maintenance data. If necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard; (e) ensure that maintenance is performed within any environmental limitations specified in the M.A.401 maintenance data;	Maintenance personnel working on the aircraft without using appropriate tooling	SACA-A23-13	
A23	E	3	Regulation 2018/1139, Annex V, 6.1	6.1 The aircraft must not be operated unless: (a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation; (b) the operational and emergency equipment necessary for the intended flight is serviceable; (c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and (d) the maintenance of the aircraft is performed in accordance with the applicable requirements. 6.3. The aircraft must not be operated unless it is released to service by qualified persons or organisations, after maintenance. The signed release to service must contain in particular, the basic details of the maintenance carried out.	Maintenance action entered in ATLB, although not performed.	SACA-A23-14	Indicate the details of the situation observed
A23	E	2	M.A.306 (a)	(a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, an	Technical logbook not updated on the EFB	SACA-A23-15	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.			
			CAT.OP.MPA.175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;			







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
A24	Pre-flight Inspection	<p>Check that the pre-flight or equivalent inspection is performed and duly certified.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G when a finding on the report or on the assessment of a technical defect is raised using the A23/A24 CAT 2 &amp; CAT G procedure.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A24	E	1	Regulation 2018/1139, Annex V, 6.1	<p>6.1. The aircraft must not be operated unless:</p> <p>(a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation;</p> <p>(b) the operational and emergency equipment necessary for the intended flight is serviceable;</p> <p>(c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and</p> <p>(d) the maintenance of the aircraft is performed in accordance with the applicable requirements.</p> <p>6.2. Before each flight or a series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.</p>	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy	SACA-A24-01	
			M.A.201	(d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.			
			M.A.301	The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by:			
			CAT.GEN.MPA.105(a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall:			
A24	E	2	Regulation 2018/1139, Annex V, 6.1	<p>6.1. The aircraft must not be operated unless:</p> <p>(a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation;</p>	Pilot in command certified that he is satisfied that the aircraft is airworthy	SACA-A24-02	





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) the operational and emergency equipment necessary for the intended flight is serviceable; (c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and (d) the maintenance of the aircraft is performed in accordance with the applicable requirements.	before the pre-flight inspection was performed		
			M.A.201	(d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.			
			M.A.301	The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by: 1. the accomplishment of pre-flight inspections;			
			CAT.GEN.MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight; (2) be responsible for the operation and safety of the aircraft: (i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down; (8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual; (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL); (12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EC) No 2042/2003;			
A24	E	2	M.A.201	(d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must	Pre-flight inspection performed but without identifying significant defects	SACA-A24-03	Indicate the defect unnoticed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.			
A24	E	3	CAT.OP.MPA.175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Pre-flight inspection not performed	SACA-A24-04	
			M.A.201	(d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.			
			M.A.301	The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by: 1. the accomplishment of pre-flight inspections;			
			CAT.GEN.MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight; (2) be responsible for the operation and safety of the aircraft: (i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down; (8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual; (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EC) No 2042/2003;			





Inspection Item	Inspections Item Title	Inspecting Instructions
B01	General Internal Condition	<p>Check general condition, including lavatories, general condition and smoke detection systems, flammable furnishings,</p> <p>Check the stowage of baggage/equipment, or heavy/hard pointed objects which might be stored in the toilets (waste bags temporarily stowed in a locked toilet is considered acceptable).</p> <p>Check the service carts manufactured after 4 November 2005 for proper braking action.</p> <p><i>Note: Findings should only be raised in those cases where the braking action is obviously not meeting the standard. Carts with defective brakes may be used as storage carts in the galley as long as such defective carts are properly labelled.</i></p> <p>Check if placards, markings required by operational or registration Authorities are installed, as well as passenger and crew placards and illuminated signs for safety equipment</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	E	2	CAT.IDE.A.100	<p>(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, except for the following items:</p> <ol style="list-style-type: none"> <li>(1) Spare fuses;</li> <li>(2) Independent portable lights;</li> <li>(3) An accurate time piece;</li> <li>(4) Chart holder;</li> <li>(5) First-aid kits;</li> <li>(6) Emergency medical kit;</li> <li>(7) Megaphones;</li> <li>(8) Survival and signalling equipment;</li> <li>(9) Sea anchors and equipment for mooring; and</li> <li>(10) Child restraint devices.</li> </ol> <p>(b) Instruments and equipment not required by this Subpart that do not need to be approved in accordance with Regulation (EC) No 1702/2003, but are carried on a flight, shall comply with the following:</p> <ol style="list-style-type: none"> <li>(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC)</li> </ol>	Equipment installations obviously not in compliance with Part-CAT and Part-M	SACA-B01-01	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>No 216/2008 or CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and</p> <p>(2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.</p> <p>(c) If equipment is to be used by one flight crew member at his/her station during flight, it must be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it must be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.</p> <p>(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.</p> <p>(e) All required emergency equipment shall be easily accessible for immediate use.</p>			
			M.A.501	<p>(a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on an EASA Form 1 or equivalent and is marked in accordance with Annex I (Part 21), Subpart Q, unless otherwise specified in Annex I (Part-21) to Regulation (EU) No 748/2012, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation</p> <p>(b) Prior to installation of a component on an aircraft the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive configurations may be applicable.</p>			
B01	E	2	CS 23.583	<p>For each compartment occupied by the crew or passengers, the following apply:</p> <p>(a) Materials (including finishes or decorative surfaces applied to the materials) must meet the applicable test criteria prescribed in Part I of Appendix F or other approved equivalent methods, regardless of the passenger capacity of the aeroplane.</p> <p>(b) [Reserved]</p>	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials	SACA-B01-02	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(c) In addition to meeting the requirements of subparagraph (a) of this paragraph, seat cushions, except those on flight crewmember seats, must meet the test requirements of part II of appendix F, or other equivalent methods, regardless of the passenger capacity of the aeroplane.</p> <p>(d) Except as provided in subparagraph (e) of this paragraph, the following interior components of aeroplanes with passenger capacities of 20 or more must also meet the test requirements of parts IV and V of appendix F, or other approved equivalent method, in addition to the flammability requirements prescribed in subparagraph (a) of this paragraph:</p> <p>(1) Interior ceiling and wall panels, other than lighting lenses and windows;</p> <p>(2) Partitions, other than transparent panels needed to enhance cabin safety;</p> <p>(3) Galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried; and</p> <p>(4) Large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps.</p> <p>(e) The interiors of compartments, such as pilot compartments, galleys, lavatories, crew rest quarters, cabinets and stowage compartments, need not meet the standards of subparagraph (d) of this paragraph, provided the interiors of such compartments are isolated from the main passenger cabin by doors or equivalent means that would normally be closed during an emergency landing condition.</p> <p>(f) Smoking is not allowed in lavatories. If smoking is allowed in any area occupied by the crew or passengers, an adequate number of selfcontained removable ashtrays must be provided in designated smoking sections for all seated occupants.</p> <p>(g) Regardless of whether smoking is allowed in any other part of the aeroplane, lavatories must have selfcontained removable ashtrays located conspicuously both inside and outside each lavatory. One ashtray located outside a lavatory door may serve</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served. (h) Each receptacle used for the disposal of flammable waste material must be fully enclosed, constructed of at least fire resistant materials, and must contain fires likely to occur in it under normal use. The ability of the receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test.			
B01	E	3	Part 26.150(b)(c)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (b) smoking prohibition shall be indicated with placards;: (c) disposal receptacles shall be such that containment of an internal fire is ensured; such receptacles shall be marked to prohibit the disposal of smoking materials.	Smoke detection system not installed or inoperative (outside dispatch limits/conditions) and lavatory not placarded in compliance with MEL	SACA-B01-03	Indicate the particulars of the situation observed
			Part 26.160(a)	Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (a) smoke detection means;			
B01	E	3	Part 26.160(b)	Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (b) means to automatically extinguish a fire occurring in each disposal receptacle.	Disposal receptacles not equipped with a serviceable built-in fire extinguisher system	SACA-B01-04	Indicate the particulars of the situation observed
B01	E	3	CAT.OP.MPA.160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Crew carry-on baggage not adequately and securely stowed during flight	SACA-B01-05	Indicate the particulars of the situation observed
			CAT.OP.MPA.230(b)	(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B01	E	3	CAT.OP.MPA.160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and	Loose or heavy objects in the cabin/galleys	SACA-B01-06	Indicate the particulars of







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.			the situation observed
			CAT.OP.MPA.230(b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B01	E	3	CAT.OP.MPA.230	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.	Cabin equipment not properly secured	SACA-B01-07	Indicate the particulars of the situation observed
B01	E	3	CAT.OP.MPA.160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Stowage of luggage or loose articles in the toilets	SACA-B01-08	Indicate the particulars of the situation observed
			CAT.OP.MPA.230(b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B01	E	3	Part 26.160(a)	Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (a) smoke detection means;	Lavatory smoke detection system obstructed	SACA-B01-09	Indicate the particulars of the situation observed
			CS 26.160(a)	Compliance with Part 26.160 is demonstrated by complying with CS 25.854, or equivalent or with the following: (a) Each lavatory is equipped with a smoke detector system or equivalent that provides a warning light in the cockpit, or provides a warning light or audible warning in the passenger cabin that would be readily detected by a cabin crew member;			
B01	M	3			Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	SACA-B01-10	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	M	2			Galley or trolley (when used) waste receptacle access door cover inoperative	SACA-B01-11	Indicate the particulars of the situation observed
B01	M	1			Damaged wall panels	SACA-B01-12	Indicate the particulars of the situation observed
B01	M	3	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	For new models of carts identified and manufactured after 4 November 2005: The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.	Unserviceable brakes of service cart(s)	SACA-B01-13	Indicate the particulars of the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires	SACA-B01-14	Indicate the particulars of the situation observed
B01	M	3			Lavatory waste receptacle access door cover inoperative	SACA-B01-16	Indicate the particulars of the situation observed
B01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-V-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the passengers.	Safety markings not applied or unreadable	SACA-B01-17	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
B02	Cabin attendant's station and crew rest area	<p>Check general condition and serviceability of the cabin crew seats.</p> <p><i>Note: If a cabin crew seat is found unserviceable check against MEL and check if the number of serviceable ones can accommodate the minimum required number of cabin crew members (information available in the operations manual).</i></p> <p><i>Note: If a cabin crew seat is found not to retract automatically impeding the rapid evacuation of the aeroplane in an emergency, this finding should be addressed under the item B12 – Access to emergency exit.</i></p> <p>Check presence and condition of the safety harness and/or belt.</p> <p><i>Note: Aeroplanes for which the individual CofA was issued on or after 1 January 1981 must be fitted with safety harnesses for the use of cabin crew members.</i></p> <p>Check accessibility of life jackets.</p> <p>Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B02	E	1	CAT.IDE.A.205	<p>(a) Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p>	Strap or buckle worn or damaged	SACA-B02-01	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew. (b) A seat belt with upper torso restraint system shall: (1) have a single point release; (2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.			
B02	E	2	CAT.IDE.A.205	(a) Aeroplanes shall be equipped with: (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew. (b) A seat belt with upper torso restraint system shall: (1) have a single point release; (2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.	Cabin crew seat(s) for the minimum required cabin crew not equipped with upper torso restraint system (only seat belt)	SACA-B02-02	Indicate the particulars of the situation observed
B02	E	2	CAT.IDE.A.285(a)	The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided: (1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and (2) seaplanes operated over water. (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	Cabin crew life jackets (when required) not easily accessible	SACA-B02-03	
B02	E	3	CAT.IDE.A.205	(a) Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3); (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, after 8 April 2015;	Cabin crew seat(s) unserviceable (outside dispatch limits/conditions)	SACA-B02-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p> <p>(b) A seat belt with upper torso restraint system shall:</p> <p>(1) have a single point release;</p> <p>(2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.</p>			
B02	E	3	CAT.IDE.A.205	<p>(a) Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p> <p>(b) A seat belt with upper torso restraint system shall:</p> <p>(1) have a single point release;</p> <p>(2) on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.</p>	Cabin crew upper torso restraint system/seat belt not available or unserviceable on required cabin crew seats (outside dispatch limits/conditions)	SACA-B02-05	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B02	E	3	CS 25.785(h)	Each seat located in the passenger compartment and designated for use during takeoff and landing by a cabin crew member required by the Operating Rules must be – (1) Near a required floor level emergency exit, except that another location is acceptable if the emergency egress of passengers would be enhanced with that location. A cabin crew member seat must be located adjacent to each Type A or B emergency exit. Other cabin crew member seats must be evenly distributed among the required floor level emergency exits to the extent feasible. (2) To the extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the cabin crewmember is responsible. (3) Positioned so that the seat will not interfere with the use of a passageway or exit when the seat is not in use. (4) Located to minimise the probability that occupants would suffer injury by being struck by items dislodged from service areas, stowage compartments, or service equipment. (5) Either forward or rearward facing with an energy absorbing rest that is designed to support the arms, shoulders, head and spine. (6) Equipped with a restraint system consisting of a combined safety belt and shoulder harness unit with a single point release. There must be means to secure each restraint system when not in use to prevent interference	Cabin crew seats not correctly located	SACA-B02-06	Indicate the particulars of the situation observed
			AMC3 CAT.IDE.A.205	(a) Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuation of passengers would be enhanced by seating cabin crew members elsewhere. In this case other locations are acceptable.			
B02	M	3	CAT.IDE.A.175	Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in a Member State on 1 April 1995.	Communication equipment unserviceable (outside dispatch limits/conditions)	SACA-B02-07	Indicate the particulars of the situation observed
			CAT.IDE.A.180	Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.			





Inspection Item	Inspections Item Title	Inspecting Instructions
B03	First Aid Kit / Emergency Medical Kit	<p>Check for presence, accessibility, and identification of medical supplies.</p> <p><i>Note: CAT.IDE.A.220 requires that aeroplanes are equipped with a number of first-aid kits which is proportionate to the number of seats installed (1 first-aid kit every 100 seats, with a maximum of 6 kits).</i></p> <p><i>Note: An emergency medical kit is only mandatory for aeroplanes with an MOPSC of more than 30 and when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available.</i></p> <p><i>Note: AMC2/4 CAT.IDE.A.220/225 requires first aid kits / emergency medical kits to have a periodical inspection and replenished when the circumstances warrant so. A first aid kit, emergency medical kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B03	E	1	CAT.GEN.MPA.105 (a)	The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Medical supplies not at the indicated location	SACA-B03-01	
			CAT.OP.MPA.170	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			
B03	E	2	CAT.IDE.A.225	(a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available. (b) The commander shall ensure that drugs are only administered by appropriately qualified persons. (c) The emergency medical kit referred to in (a) shall be: (1) dust and moisture proof; (2) carried in a way that prevents unauthorised access; and (3) kept up-to-date.	Contents of the emergency medical kit past expiration date	SACA-B03-02	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B03	E	1	CAT.IDE.A.220	(a)Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1.	Contents of the first aid kit past expiration date	SACA-B03-03	Indicate the particulars of the situation observed
B03	E	2	CAT.IDE.A.100 (e) CS 25.1411	All required emergency equipment shall be easily accessible for immediate use (a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible. (b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must – (1) Be arranged so that the equipment is directly accessible and its location is obvious; and (2) Protect the safety equipment from inadvertent damage.	Medical supplies not identified as such	SACA-B03-04	Indicate the particulars of the situation observed
B03	E	3	CAT.IDE.A.220 CAT.IDE.A.225	(a)Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1. (a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available. (b) The commander shall ensure that drugs are only administered by appropriately qualified persons. (c) The emergency medical kit referred to in (a) shall be: (1) dust and moisture proof; (2) carried in a way that prevents unauthorised access; and (3) kept up-to-date.	Medical supplies not available or not accessible during flight	SACA-B03-05	Indicate the particulars of the situation observed







Inspection Item	Inspections Item Title	Inspecting Instructions																		
B04	Hand Fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher is correctly secured in its bracket.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>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 it unserviceable.</p> <p>Check the number of serviceable extinguishers against the minimum number required by CAT.IDE.A.250, Table 1, or by the applicable MEL whichever is greater.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>MOPSC</th> <th>Number of extinguishers</th> </tr> </thead> <tbody> <tr> <td>7-30</td> <td>1</td> </tr> <tr> <td>31-60</td> <td>2</td> </tr> <tr> <td>61-200</td> <td>3</td> </tr> <tr> <td>201-300</td> <td>4</td> </tr> <tr> <td>301-400</td> <td>5</td> </tr> <tr> <td>401-500</td> <td>6</td> </tr> <tr> <td>501-600</td> <td>7</td> </tr> <tr> <td>601 or more</td> <td>8</td> </tr> </tbody> </table> <p><i>Note: Often HFEs in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. 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 the ramp inspection manual (RIM) content on the categorisation of findings). In no case serviceable HFEs should be less than the number required by CAT.IDE.A.250.</i></p> <p><i>Note: Part-CAT 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 it as unserviceable.</i></p>	MOPSC	Number of extinguishers	7-30	1	31-60	2	61-200	3	201-300	4	301-400	5	401-500	6	501-600	7	601 or more	8
MOPSC	Number of extinguishers																			
7-30	1																			
31-60	2																			
61-200	3																			
201-300	4																			
301-400	5																			
401-500	6																			
501-600	7																			
601 or more	8																			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B04	E	2	CAT.IDE.A.100	All required emergency equipment shall be easily accessible for immediate use.	HFE not at indicated location	SACA-B04-01	
			CAT.IDE.A.250	(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>(c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.</p>			
			AMC1 CAT.IDE.A.250	<p>(a) The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of lavatories, galleys, etc. These considerations may result in a number of fire extinguishers greater than the minimum required.</p> <p>(b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Dry chemical fire extinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.</p> <p>(c) Where only one hand fire extinguisher is required in the passenger compartments it should be located near the cabin crew member's station, where provided.</p> <p>(d) Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				dictated by consideration of CAT.IDE.A.250 (b), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable. (e) Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign.			
B04	E	2	CAT.IDE.A.100 (e) CS.25.1561(a)	All required emergency equipment shall be easily accessible for immediate use (a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.	HFE not marked with the appropriate operating instructions	SACA-B04-02	
B04	E	3	CAT.IDE.A.250	(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment. (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment. (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight. (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons. (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment	Insufficient number of serviceable HFE	SACA-B04-03	Indicate the particulars of the situation observed
B04	E	3	CS 25.561 (a) CAT.OP.MPA.230	The aeroplane, although it may be damaged in emergency landing conditions on land or water, must be designed as prescribed in this paragraph to protect each occupant under those conditions. (a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.	HFE not correctly secured	SACA-B04-04	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B04	E	3	CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use	HFE not readily accessible	SACA-B04-05	
			CS 25.1411	(a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible. (b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must – (1) Be arranged so that the equipment is directly accessible and its location is obvious; and (2) Protect the safety equipment from inadvertent damage.			





Inspection Item	Inspections Item Title	Inspecting Instructions
B05	Life jackets / Flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: Part-CAT 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 it as unserviceable.</i></p> <p><i>Note: Part-CAT requires the carriage of life jackets/flotation devices only for over-water flights (see CAT.IDE.A.285 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.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable, this should be reported as a General Remark (CAT G).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B05	E	2	CAT.IDE.A.285	<p>(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p>	Life-jackets / flotation device not easily accessible and required for the type of flight	SACA-B05-01	Indicate the particulars of the situation observed
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use			
			CS 25.1411	<p>(a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible.</p> <p>(b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must –</p> <p>(1) Be arranged so that the equipment is directly accessible and its location is obvious; and</p> <p>(2) Protect the safety equipment from inadvertent damage.</p>			
B05	E	3	CAT.IDE.A.285	(a)The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person	Insufficient number of serviceable Life-jackets / flotation devices	SACA-B05-02	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1)landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b)Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p>	available and required for the type of flight		the situation observed
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use			
			CS 25.1411	<p>(a) Accessibility. Required safety equipment to be used by the crew in an emergency must be readily accessible.</p> <p>(b) Stowage provisions. Stowage provisions for required emergency equipment must be furnished and must –</p> <p>(1) Be arranged so that the equipment is directly accessible and its location is obvious; and</p> <p>(2) Protect the safety equipment from inadvertent damage.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
B06	Seat belt and seat condition	Check condition of seats and belts.  Check for the availability and condition of extension belts (if needed).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B06	E	3	CAT.IDE.A. 205 (a)	(a)Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3); (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015; (4) a child restraint device (CRD) for each person on board younger than 24 months; (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration: (i) on each flight crew seat and on any seat alongside a pilot's seat; (ii) on each observer seat located in the flight crew compartment; (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.	No extension belts available on board when necessary	SACA-B06-01	Indicate the particulars of the situation observed
			CS 25.562	(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when – (1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;			
B06	E	1	CAT.IDE.A. 205 (a)	Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more;	Passenger seats in poor condition	SACA-B06-02	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p>			the situation observed
			CS 25.562	<p>(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when –</p> <p>(1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;</p>			
B06	E	1	CAT.IDE.A. 205 (a)	<p>Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p>	Strap or buckle worn out or damaged	SACA-B06-03	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(i) on each flight crew seat and on any seat alongside a pilot's seat; (ii) on each observer seat located in the flight crew compartment; (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.			
			CS 25.562	(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when – (1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;			
B06	E	3	CAT.IDE.A. 205 (a)	Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3); (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015; (4) a child restraint device (CRD) for each person on board younger than 24 months; (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration: (i) on each flight crew seat and on any seat alongside a pilot's seat; (ii) on each observer seat located in the flight crew compartment; (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.	No serviceable seat belt available for each passenger on board	SACA-B06-04	Indicate the particulars of the situation observed
			CS 25.562	(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when – (1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;			
B06	E	3	CAT.IDE.A. 205 (a)	Aeroplanes shall be equipped with:		SACA-B06-05	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p>	Seat(s) unserviceable and not identified as such (outside dispatch limits/conditions)		the situation observed
			CS 25.562	<p>(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when –</p> <p>(1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;</p>			
B06	E	3	CAT.IDE.A. 205	<p>a) Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p>	Seat(s)/berth(s) not certified to be installed on board of aircraft	SACA-B06-06	Indicate the particulars of the situation observed
			CS/FAR 23/25/27/29. 562	<p>(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when –</p> <p>(1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design; and</p> <p>(2) The occupant is exposed to loads resulting from the conditions prescribed in this paragraph.</p>			
B06	E	3	CAT.IDE.A. 205 (a)	<p>Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p>	Baby berth(s) used without restraining belts	SACA-B06-07	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p>			the situation observed
			CS 25.562	<p>(a) The seat and restraint system in the aeroplane must be designed as prescribed in this paragraph to protect each occupant during an emergency landing condition when –</p> <p>(1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design;</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
B07	Emergency exit, lighting and independent portable light	<p>Check for presence and condition of the emergency exit signs, lighting and marking and independent portable lights.</p> <p>Check for presence and condition of an escape path illumination system.</p> <p>Check for presence and condition of the visual indication of the path to emergency exits in smoke filled cabins.</p> <p>Check for the presence of operating instructions on the emergency exits.</p> <p>Check that appropriate independent portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access. Please note that all flights shall meet this requirement.</p> <p><i>Note: If the proper functioning of the independent portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal independent portable lights are available, this should not be considered as a finding provided they are readily available to the cabin crew from their normal positions. This should however be reported as a General Remark (CAT G).</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	E	1	Part 26.110(a)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;	Emergency exit sign(s) lens/cover missing or broken	SACA-B07-01	Indicate the particulars of the situation observed
			CS 26.110(a)-(e)	Compliance with Part 26.110 is demonstrated by complying with CS 25.811(a) to (d), and (f)&(g), or equivalent, and CS 25.811(e) or equivalent, or with the following: (a) Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. (b) The identity and location of each passenger emergency exit is recognisable from a distance equal to the width of the cabin. (c) Means are provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit is indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There is:			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign;</p> <p>(2) a passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they can both be seen readily from the sign; and</p> <p>(3) a sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible, the sign may be placed at another appropriate location.</p> <p>Each sign listed in this sub-paragraph may use the word 'exit' in its legend in place of the term 'emergency exit' or a universal symbolic exit sign. The design of the exit signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d))</p> <p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane are clearly shown in the following manner:</p> <p>(1) each passenger emergency exit has, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches);</p> <p>(2) each passenger emergency exit operating handle and the cover removal instructions, if the handle is covered, are:</p> <p>(i) self-illuminated with an initial brightness of at least 0.51 candela/m<sup>2</sup> (160 micro-lamberts); or</p> <p>(ii) conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.</p> <p>(3) Reserved</p> <p>(4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, are marked by a red arrow with a shaft at least 19 mm (0.75 inch) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN is horizontally situated adjacent to the arrow head and is in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN are located on a</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				background which provides adequate contrast. (See GM1 26.110(e)(4))			
B07	E	2	CAT.IDE.A. 115	Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.	Some of the cabin crew members have no serviceable portable light available/ readily accessible	SACA-B07-02	Indicate the particulars of the situation observed
B07	E	3	CAT.IDE.A. 115	Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.	None of the cabin crew members have a serviceable portable light available/readily accessible	SACA-B07-03	Indicate the particulars of the situation observed
B07	E	3	Part 26.110(a)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;	Emergency exit sign(s) out of order (outside dispatch limits/conditions).	SACA-B07-04	Indicate the particulars of the situation observed
			CS 26.110(a)-(e)	Compliance with Part 26.110 is demonstrated by complying with CS 25.811(a) to (d), and (f)&(g), or equivalent, and CS 25.811(e) or equivalent, or with the following: (a) Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. (b) The identity and location of each passenger emergency exit is recognisable from a distance equal to the width of the cabin. (c) Means are provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit is indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There is: (1) a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign; (2) a passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they can both be seen readily from the sign; and (3) a sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>beyond and obscured by the bulkhead or divider, except that if this is not possible, the sign may be placed at another appropriate location.</p> <p>Each sign listed in this sub-paragraph may use the word 'exit' in its legend in place of the term 'emergency exit' or a universal symbolic exit sign. The design of the exit signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d))</p> <p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane are clearly shown in the following manner:</p> <p>(1) each passenger emergency exit has, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches);</p> <p>(2) each passenger emergency exit operating handle and the cover removal instructions, if the handle is covered, are:</p> <p>(i) self-illuminated with an initial brightness of at least 0.51 candela/m<sup>2</sup> (160 micro-lamberts); or</p> <p>(ii) conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.</p> <p>(3) Reserved</p> <p>(4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, are marked by a red arrow with a shaft at least 19 mm (0.75 inch) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN is horizontally situated adjacent to the arrow head and is in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN are located on a background which provides adequate contrast. (See GM1 26.110(e)(4))</p>			
			CAT.GEN. MPA 105	The commander, in addition to complying with CAT.GEN.MPA.100, shall:(11)decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL)			
B07	E	3	Part 26.120	Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and	No means for illuminating the escape paths	SACA-B07-05	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				movement of passengers to the exits in case of emergency evacuation.			
			CS 26.120	<p>Compliance with Part 26.120 is demonstrated by complying with CS 25.812 (b),(c),(d) &amp;(h) or equivalent and CS 25.812 (a) and (e) or equivalent, or with the following:</p> <p>(a) An emergency lighting system, independent of the main lighting system, is installed. However, sources of general cabin illumination may be common to both the emergency and the main lighting system if the power supply to the emergency lighting system is independent of the power supply to the main lighting system. The emergency lighting system includes:</p> <p>(1) Illuminated emergency exit marking and locating signs, sources of general cabin illumination and interior lighting in emergency exit areas.</p> <p>(2) for aeroplanes that have a maximum approved passenger seating configuration of more than 19, a floor proximity emergency escape path marking provides emergency evacuation guidance for passengers when all sources of illumination more than 1.22 m (4 feet) above the cabin aisle floor are totally obscured. In the dark of the night, the floor proximity emergency escape path marking enables each passenger to:</p> <p>(i) after leaving the passenger seat, visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat;</p> <p>(ii) readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 1.22 m (4 feet) above the cabin floor.</p> <p>(b) Except for lights forming part of the emergency lighting subsystems provided in compliance with Part CAT.IDE.A.275 (b)(4) and (5) that serve no more than one assist means, are independent of the aeroplane's main emergency lighting systems, and are automatically activated when the assist means is deployed, each light required for interior and exterior emergency lighting:</p> <p>(1) is operable manually both from the flight crew station and for aeroplanes on which a cabin crew member is required, from a point in the passenger compartment that is readily accessible from a normal cabin crew seat;</p>			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(2) has a means to prevent inadvertent operation of the manual controls;</p> <p>(3) when armed or turned on at either station, remains lighted or becomes lighted upon interruption of the aeroplane's normal electric power;</p> <p>(4) provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing;</p> <p>(5) has a cockpit control device that has an 'on', 'off', and 'armed' position.</p> <p>(c) In addition to subparagraphs (a), and (b) above, for an aeroplane which had its initial Certificate of Airworthiness issued prior to 1 December 2006, the following conditions are met:</p> <p>(1) For an aeroplane for which the application for the type certificate was filed prior to 1 May 1972:</p> <p>(i) Each passenger emergency exit marking and each locating sign has white letters at least 25 mm (1 inch) high on a red background at least 5 cm (2 inches) high. These signs may be internally electrically illuminated, or self-illuminated by other than electrical means, with an initial brightness of at least 0.509 cd/m<sup>2</sup> (160 microlamberts). The colours may be reversed in the case of internally electrically illuminated signs if this will increase the illumination of the exit. On these aeroplanes, no sign may continue to be used if its luminescence (brightness) decreases to below 0.318 cd/m<sup>2</sup> (100 microlamberts).</p> <p>(ii) The sources of general cabin illumination provides enough general lighting in the passenger cabin so that the average illumination when measured at 102 cm (40-inch) intervals at seat armrest height, on the centreline of the main passenger aisle, is at least 0.54 lux (0.05 foot-candle).</p> <p>(iii) The floor of the passageway leading to each floor level passenger emergency exit, between the main aisles and the exit openings is provided with illumination.</p> <p>(2) For an aeroplane for which the application for the type certificate was filed on or after 1 May 1972, the interior emergency lighting specifications under which the aeroplane was type certificated. On these aeroplanes, no sign may continue to be used if its luminescence (brightness) decreases to below 0.796 cd/m<sup>2</sup> (250 microlamberts).</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003
Approval Date 20/03/2019

Table with 8 columns: Inspection Item, Std., Cat., Std. ref., Standard's Text, Pre-described Finding, PDF code, Instructions for completing the detailed description. The Standard's Text column contains detailed regulatory requirements for emergency exit signs and cabin illumination.





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>and cross aisle(s) between main aisles, at seat armrest height and at 102 cm (40-inch) intervals, the average illumination is not less than 0.54 lux (0.05 foot-candle) and the illumination at each 102 cm (40-inch) interval is not less than 0.11 lux (0.01 foot-candle). A main passenger aisle is considered to extend along the fuselage from the most forward passenger emergency exit or cabin occupant seat, whichever is farther forward, to the most rearward passenger emergency exit or cabin occupant seat, whichever is farther aft.</p> <p>(3) The floor of the passageway leading to each floor-level passenger emergency exit, between the main aisles and exit openings, is provided with illumination that is not less than 0.22 lux (0.02 foot-candle) measured along a line that is within 15 cm (six inches) of and parallel to the floor and is centred on the passenger evacuation path.</p> <p>(e) Each sign required by Part 26.120 may use a universal symbolic exit sign. The design of the signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d)) (See GM1 26.110(d))</p>			
			CAT.IDE.A.275	<p>(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.</p> <p>(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:</p> <p>(1) sources of general cabin illumination;</p> <p>(2) internal lighting in floor level emergency exit areas;</p> <p>(3) illuminated emergency exit marking and locating signs;</p> <p>(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;</p> <p>(5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and</p> <p>(6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(c) In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).</p> <p>(d) In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1).</p> <p>(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.</p>			
B07	M	3	Part 26.120	Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.	System for visually indicating the escape path(s) unserviceable (outside dispatch limits/conditions).	SACA-B07-06	Indicate the particulars of the situation observed and the MEL reference
			CS 26.120	<p>Compliance with Part 26.120 is demonstrated by complying with CS 25.812 (b),(c),(d) &amp;(h) or equivalent and CS 25.812 (a) and (e) or equivalent, or with the following:</p> <p>(a) An emergency lighting system, independent of the main lighting system, is installed. However, sources of general cabin illumination may be common to both the emergency and the main lighting system if the power supply to the emergency lighting system is independent of the power supply to the main lighting system. The emergency lighting system includes:</p> <p>(1) Illuminated emergency exit marking and locating signs, sources of general cabin illumination and interior lighting in emergency exit areas.</p> <p>(2) for aeroplanes that have a maximum approved passenger seating configuration of more than 19, a floor proximity emergency escape path marking provides emergency evacuation guidance for passengers when all sources of illumination more than 1.22 m (4 feet) above the cabin aisle floor are totally obscured. In the dark of the night, the floor proximity emergency escape path marking enables each passenger to:</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(i) after leaving the passenger seat, visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat;</p> <p>(ii) readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 1.22 m (4 feet) above the cabin floor.</p> <p>(b) Except for lights forming part of the emergency lighting subsystems provided in compliance with Part CAT.IDE.A.275 (b)(4) and (5) that serve no more than one assist means, are independent of the aeroplane's main emergency lighting systems, and are automatically activated when the assist means is deployed, each light required for interior and exterior emergency lighting:</p> <p>(1) is operable manually both from the flight crew station and for aeroplanes on which a cabin crew member is required, from a point in the passenger compartment that is readily accessible from a normal cabin crew seat;</p> <p>(2) has a means to prevent inadvertent operation of the manual controls;</p> <p>(3) when armed or turned on at either station, remains lighted or becomes lighted upon interruption of the aeroplane's normal electric power;</p> <p>(4) provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing;</p> <p>(5) has a cockpit control device that has an 'on', 'off', and 'armed' position.</p> <p>(c) In addition to subparagraphs (a), and (b) above, for an aeroplane which had its initial Certificate of Airworthiness issued prior to 1 December 2006, the following conditions are met:</p> <p>(1) For an aeroplane for which the application for the type certificate was filed prior to 1 May 1972:</p> <p>(i) Each passenger emergency exit marking and each locating sign has white letters at least 25 mm (1 inch) high on a red background at least 5 cm (2 inches) high. These signs may be internally electrically illuminated, or self-illuminated by other than electrical means, with an initial brightness of at least 0.509 cd/m<sup>2</sup> (160 microlamberts). The colours may be reversed in the case of internally electrically illuminated signs if this will increase the illumination of the exit. On these aeroplanes, no sign may continue</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>to be used if its luminescence (brightness) decreases to below 0.318 cd/m<sup>2</sup> (100 microlamberts).</p> <p>(ii) The sources of general cabin illumination provides enough general lighting in the passenger cabin so that the average illumination when measured at 102 cm (40-inch) intervals at seat armrest height, on the centreline of the main passenger aisle, is at least 0.54 lux (0.05 foot-candle).</p> <p>(iii) The floor of the passageway leading to each floor level passenger emergency exit, between the main aisles and the exit openings is provided with illumination.</p> <p>(2) For an aeroplane for which the application for the type certificate was filed on or after 1 May 1972, the interior emergency lighting specifications under which the aeroplane was type certificated. On these aeroplanes, no sign may continue to be used if its luminescence (brightness) decreases to below 0.796 cd/m<sup>2</sup> (250 microlamberts).</p> <p>(d) In addition to subparagraphs (a) and (b) above, for an aeroplane which had its initial Certificate of Airworthiness issued on or after 1 December 2006, and for which the application for the type certificate was filed prior to 1 May 1972, the following conditions are met:</p> <p>(1) For an aeroplane that has a passenger seating configuration, excluding pilot seats, of:</p> <p>(i) 10 seats or more, each passenger emergency exit locator sign and marking sign required by Part 26.110(d) has red letters at least 38 mm (1 ½ inches) high on an illuminated white background, and has an area of at least 135 cm<sup>2</sup> (21 square inches) excluding the letters. The lighted background-to-letter contrast is at least 10:1. The letter height to stroke-width ratio are not more than 7:1 nor less than 6:1. These signs are internally electrically illuminated with a background brightness of at least 86 cd/m<sup>2</sup> (25 foot-lamberts) and a high-to-low background contrast no greater than 3:1. Other passenger emergency exit signs required by Part 26.110(d) have red letters at least 38 mm (1 ½ inches) high on a white background having an area of at least 135 cm<sup>2</sup> (21 square inches) excluding the letters. These signs are internally, electrically illuminated or self-illuminated by other than electrical means and have an initial brightness of at least 1.27 cd/m<sup>2</sup> (400 microlamberts). The colours</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>are reversed in the case of a sign that is self-illuminated by other than electrical means. On these aeroplanes, no sign continues to be used if its luminescence (brightness) decreases to below 0.796 cd/m<sup>2</sup> (250 microlamberts).</p> <p>(ii) 9 seats or less, passenger emergency exit signs that are required by Part 26.110(d), have red letters at least 25 mm (1 inch) high on a white background at least 5 cm (2 inches) high. These signs may be internally electrically illuminated or self-illuminated by other than electrical means, with an initial brightness of at least 0.509 cd/m<sup>2</sup> (160 microlamberts). The colours may be reversed in the case of a sign that is self-illuminated by other than electrical means. On these aeroplanes, no sign continues to be used if its luminescence (brightness) decreases to below 0.318 cd/m<sup>2</sup> (100 microlamberts).</p> <p>(2) General illumination in the passenger cabin is provided so that when measured along the centreline of the main passenger aisle(s), and cross aisle(s) between main aisles, at seat armrest height and at 102 cm (40-inch) intervals, the average illumination is not less than 0.54 lux (0.05 foot-candle) and the illumination at each 102 cm (40-inch) interval is not less than 0.11 lux (0.01 foot-candle). A main passenger aisle is considered to extend along the fuselage from the most forward passenger emergency exit or cabin occupant seat, whichever is farther forward, to the most rearward passenger emergency exit or cabin occupant seat, whichever is farther aft.</p> <p>(3) The floor of the passageway leading to each floor-level passenger emergency exit, between the main aisles and exit openings, is provided with illumination that is not less than 0.22 lux (0.02 foot-candle) measured along a line that is within 15 cm (six inches) of and parallel to the floor and is centred on the passenger evacuation path.</p> <p>(e) Each sign required by Part 26.120 may use a universal symbolic exit sign. The design of the signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d)) (See GM1 26.110(d))</p>			
			CAT.IDE.A.275	(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:</p> <p>(1) sources of general cabin illumination;</p> <p>(2) internal lighting in floor level emergency exit areas;</p> <p>(3) illuminated emergency exit marking and locating signs;</p> <p>(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;</p> <p>(5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and</p> <p>(6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.</p> <p>(c) In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).</p> <p>(d) In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1).</p> <p>(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.</p>			
			CAT.GEN.MPA 105	The commander, in addition to complying with CAT.GEN.MPA.100, shall:(11)decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL)			
B07	E	2	Part 26.110(a)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;;	Emergency exit(s) not marked with the appropriate operating instructions	SACA-B07-07	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CS 26.110(e)	<p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane are clearly shown in the following manner:</p> <p>(1) each passenger emergency exit has, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches);</p> <p>(2) each passenger emergency exit operating handle and the cover removal instructions, if the handle is covered, are:</p> <p>(i) self-illuminated with an initial brightness of at least 0.51 candela/m<sup>2</sup> (160 micro-lamberts); or</p> <p>(ii) conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.</p> <p>(3) Reserved</p> <p>(4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, are marked by a red arrow with a shaft at least 19 mm (0.75 inch) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN is horizontally situated adjacent to the arrow head and is in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN are located on a background which provides adequate contrast. (See GM1 26.110(e)(4))</p>			
B07	E	3	Part 26.110(a)	<p>Operators of large aeroplanes used in commercial air transport shall comply with the following:</p> <p>(a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;</p>	Emergency exit(s), lighting and marking unserviceable (outside dispatch limits/conditions)	SACA-B07-09	Indicate the particulars of the situation observed
			CS 26.110(a)-(e)	<p>Compliance with Part 26.110 is demonstrated by complying with CS 25.811(a) to (d), and (f)&amp;(g), or equivalent, and CS 25.811(e) or equivalent, or with the following:</p> <p>(a) Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked.</p> <p>(b) The identity and location of each passenger emergency exit is recognisable from a distance equal to the width of the cabin.</p> <p>(c) Means are provided to assist the occupants in locating the exits in conditions of dense smoke.</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(d) The location of each passenger emergency exit is indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There is:</p> <ul style="list-style-type: none"> <li>(1) a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign;</li> <li>(2) a passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they can both be seen readily from the sign; and</li> <li>(3) a sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible, the sign may be placed at another appropriate location.</li> </ul> <p>Each sign listed in this sub-paragraph may use the word 'exit' in its legend in place of the term 'emergency exit' or a universal symbolic exit sign. The design of the exit signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d))</p> <p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane are clearly shown in the following manner:</p> <ul style="list-style-type: none"> <li>(1) each passenger emergency exit has, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches);</li> <li>(2) each passenger emergency exit operating handle and the cover removal instructions, if the handle is covered, are: <ul style="list-style-type: none"> <li>(i) self-illuminated with an initial brightness of at least 0.51 candela/m<sup>2</sup> (160 micro-lamberts); or</li> <li>(ii) conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.</li> </ul> </li> <li>(3) Reserved</li> <li>(4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, are marked by a red arrow with a shaft at least 19 mm (0.75 inch) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN is horizontally situated</li> </ul>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				adjacent to the arrow head and is in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN are located on a background which provides adequate contrast. (See GM1 26.110(e)(4))			
			CAT.IDE.A. 275	<p>(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.</p> <p>(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:</p> <p>(1) sources of general cabin illumination;</p> <p>(2) internal lighting in floor level emergency exit areas;</p> <p>(3) illuminated emergency exit marking and locating signs;</p> <p>(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;</p> <p>(5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and</p> <p>(6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.</p> <p>(c) In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).</p> <p>(d) In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1).</p> <p>(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.</p>			
			CAT.GEN.MPA 105	The commander, in addition to complying with CAT.GEN.MPA.100, shall:(11)decide on acceptance of the aircraft			





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Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL)			
B07	E	3	CAT.IDE.A. 205	(a) Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more;	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	SACA-B07-10	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
B08	Slides/Life-Rafts (as required), ELT	<p>Check number and serviceability of slides/slide rafts/life rafts.</p> <p><i>Note: Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL.</i></p> <p><i>Note: Part-CAT requires the carriage of floatation devices only for over-water flights (see CAT.IDE.A.305 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.</i></p> <p>Check presence and type of ELT (s) and serviceability. So as to verify that an ELT is broadcasting on 406 MHz, evidence may be found on the ELT itself (if portable) ,on the Aircraft Radio Station Licence (although there is no requirement for the frequency to be listed there), or in the operations manual (included in the list containing the emergency and survival equipment).</p> <p><i>Note:</i></p> <ol style="list-style-type: none"> <li>(1) .aeroplanes with an individual CofA first issued after 1 July 2008 need to be equipped with at least one automatic ELT; aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of 19 or less need to be equipped with one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210</li> <li>(2) .aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either one automatic ELT or two ELTs of any type;</li> <li>(3) .aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of 19 or less do not need to be equipped with automatic ELT (but need to carry at least one ELT of any type).</li> <li>(4) .aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either two ELTs (one of which is automatic) or one ELTs and one aircraft localisation means meeting the requirement</li> </ol> <p><i>Note: If no evidence could be found as to what frequency the ELT is broadcasting, then this should be reported as a General Remark (CAT G).</i></p> <p><i>Note: In case any ELT(s) in excess of those required are not capable of simultaneously transmitting on 406 MHz and 121.5 MHz, whereas the required one(s) does, this should be reported as a General Remark (CAT G).</i></p> <p><i>Note: Where reference is made to "aeroplanes first issued with an individual CofA after...", this should be understood as the first certificate of airworthiness delivered to the aircraft after production.</i></p> <p>Check equipment for pyrotechnical distress signals (if required and easily accessible).</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	E	2	CAT.IDE.A.305	(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:	No equipment for making the pyrotechnical distress signals when	SACA-B08-01	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p> <p>(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:</p> <p>(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:</p> <p>(i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or</p> <p>(ii) 30 minutes at cruising speed for all other aeroplanes;</p> <p>(2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.</p>	required for flights operated over areas in which search and rescue would be especially difficult.		the situation observed
B08	E	3	CAT.IDE.A. 265	<p>Aeroplanes with passenger emergency exit sill heights of more than 1.83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.</p> <p>(b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1.83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground.</p> <p>(c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1.83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.</p>	Insufficient number of serviceable slides/slide rafts	SACA-B08-02	Indicate the particulars of the situation observed
B08	E	3	CAT.IDE.A. 285(d)(e)	<p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to</p>	Insufficient number of serviceable rafts and required for long-range over water flights	SACA-B08-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser,</p> <p>shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			
B08	E	3	CAT.IDE.A. 280	<p>(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:</p> <p>(1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:</p> <p>(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.</p>	Insufficient number of compliant ELTs (outside dispatch limits/conditions)	SACA-B08-04	Indicate the particulars of the situation observed
		CAT.IDE.A. 285 (d)(e)	(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			
			CAT.IDE.A. 305(a)	<p>(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:</p> <p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p> <p>(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:</p> <p>(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:</p> <p>(i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or</p> <p>(ii) 30 minutes at cruising speed for all other aeroplanes;</p> <p>(2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.</p>			
B08	E	3	CAT.IDE.A. 280	(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:		SACA-B08-05	Indicate the particulars of







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:</p> <p>(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.</p>	ELT(s) not capable of simultaneously transmitting on 406 MHz and 121.5 MHz		the situation observed
			CAT.IDE.A. 285(d)(e)	<p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.IDE.A. 305(a)	<p>(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:</p> <p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p> <p>(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:</p> <p>(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:</p> <p>(i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or</p> <p>(ii) 30 minutes at cruising speed for all other aeroplanes;</p> <p>(2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.</p>			
B08	E	3	CAT.IDE.A. 280	<p>(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:</p> <p>(1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:</p> <p>(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or</p> <p>(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.</p>	No automatic ELT available when required	SACA-B08-06	





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			CAT.IDE.A. 305 (a)	Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with: (1) signalling equipment to make the distress signals; (2) at least one ELT(S); and (3) additional survival equipment for the route to be flown taking account of the number of persons on board.			
B08	E	3	CAT.IDE.A. 280	(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least: (1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least: (1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.	Survival equipment/portable ELT not available or not at indicated location	SACA-B08-07	Indicate the particulars of the situation observed
		CAT.IDE.A. 285 (d)(e)	(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to: (1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or (2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e). (e) Aeroplanes complying with (d) shall carry the following equipment:				





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>			
			CAT.IDE.A. 305(a)	<p>(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:</p> <p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p> <p>(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:</p> <p>(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:</p> <p>(i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or</p> <p>(ii) 30 minutes at cruising speed for all other aeroplanes;</p> <p>(2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions																												
B09	Oxygen Supply (cabin crew and passengers)	<p>Check if the PBE (Personal Breathing Equipment) is available and stored at the required location and adequately marked with its operating instructions.</p> <p>Check protective breathing equipment for serviceability and minimum number (against MEL).</p> <p>Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used.</p> <p>Check number / serviceability of oxygen dispensing units or oxygen masks (when possible).</p> <p><i>Note: If the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.</i> <i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i></p> <table border="1"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	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
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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09	E	2	CAT.IDE.A. 245(a)(2)	(a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes: (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station;	Protective breathing equipment (PBE) not available or not at the required location	SACA-B09-01	Indicate the particulars of the situation observed
			CAT.IDE.A. 245(c)	A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.			
B09	E	2	CAT.OP.MPA. 285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	Oxygen equipment not readily accessible and required for the type of flight	SACA-B09-02	Indicate the particulars of the situation observed
			CAT.IDE.A. 100(e)	All required emergency equipment shall be easily accessible for immediate use.			
			CAT.IDE.A. 230	(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.</p> <p>(b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.</p> <p>(c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.</p> <p>(d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute.</p>			
			CAT.IDE.A. 235(b)(2)(3)	<p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <p>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</p> <p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</p>			
B09	E	3	CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <p>(1) quick donning types of masks for flight crew members;</p> <p>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</p> <p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member,</p>	Aeroplane not equipped with an automatic deployable oxygen system (individual CofA issued on or after 9 November 1998) and flight planned above FL 250	SACA-B09-03	





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>additional crew member and occupants of passenger seats, wherever seated; and</p> <p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p>			
B09	E	3	CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <p>(1) quick donning types of masks for flight crew members;</p> <p>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</p> <p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</p>	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA issued on or after 9 November 1998 (outside dispatch limits/conditions)	SACA-B09-04	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p>			
B09	E	2	CS 25.1561	<p>(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.</p> <p>(e) Approved survival equipment must be marked for identification and method of operation.</p>	Oxygen equipment not adequately marked with its operating instructions	SACA-B09-05	Indicate the particulars of the situation observed
		CAT.IDE.A. 230	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.</p> <p>(b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.</p>				







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.</p> <p>(d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute.</p>			
			CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <ol style="list-style-type: none"> <li>(1) quick donning types of masks for flight crew members;</li> <li>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</li> <li>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</li> <li>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</li> </ol> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.			
B09	E	3	CAT.OP.MPA. 285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	SACA-B09-06	Indicate the particulars of the situation observed
			CAT.IDE.A. 230	(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation. (b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person. (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply. (d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute.			
			CAT.IDE.A. 235	(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1. (b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with: (1) quick donning types of masks for flight crew members; (2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member; (3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member,			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>additional crew member and occupants of passenger seats, wherever seated; and</p> <p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p>			
B09	E	3	CAT.IDE.A. 240	Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.	Insufficient oxygen masks for all cabin crew and 10% of passengers, and required for the type of flight (non-pressurised flight between FL 100 and FL 130, in excess of 30 min)	SACA-B09-07	Indicate the particulars of the situation observed
B09	E	3	CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <p>(1) quick donning types of masks for flight crew members;</p> <p>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger</p>	Automatic oxygen deploying system unserviceable (damaged/taped drop-out panels) outside dispatch limits/conditions	SACA-B09-08	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</p> <p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</p> <p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p>			
B09	E	3	CAT.OP.MPA. 285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	SACA-B09-09	Indicate the particulars of the situation observed
			CAT.IDE.A. 230	(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.</p> <p>(c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.</p> <p>(d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute.</p>			
			CAT.IDE.A. 235	<p>(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p> <p>(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:</p> <ol style="list-style-type: none"> <li>(1) quick donning types of masks for flight crew members;</li> <li>(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;</li> <li>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</li> <li>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</li> </ol> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %.</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				The extra units shall be evenly distributed throughout the passenger compartment. (e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.			
B09	E	3	CAT.OP.MPA. 230 (b)	Securing of passenger compartment and galley(s) (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.	Oxygen bottles not correctly secured	SACA-B09-10	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
B10	Safety Instructions	<p><i>Note: Part-CAT requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (oral briefing, video demonstration, or a combination of these methods). In addition, safety briefing cards are to be provided with picture-type instructions.</i></p> <p>Check the safety briefing cards for their accuracy and that sufficient numbers are available.</p> <p>Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated provisions of the MEL.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B10	E	1	CAT.GEN.MP A.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Insufficient safety briefing cards for all passengers on board	SACA-B10-01	Indicate the particulars of the situation observed
			CAT.OP.MPA. 170 (a) & (b)	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			
B10	E	1	CAT.GEN.MPA.105(a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Safety briefing cards in poor condition	SACA-B10-02	Indicate the particulars of the situation observed
			CAT.OP.MPA. 170 (a)&(b)	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			
B10		2	CAT.GEN.MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall:	Safety briefing cards contain inaccurate information	SACA-B10-03	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
	E			(7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;			the situation observed
			CAT.OP.MPA.170 (a) & (b)	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			
B10	E	2	CAT.IDE.A.210	Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.	'Fasten seat belt' sign(s) unserviceable	SACA-B10-04	Indicate the particulars of the situation observed
B10	E	3	CAT.IDE.A.210	Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.	'Return to Seat' signs in lavatory unserviceable (outside dispatch limits/conditions)	SACA-B10-05	Indicate the particulars of the situation observed
B10	E	3	CAT.GEN.MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	No safety briefing cards on board	SACA-B10-06	Indicate the particulars of the situation observed
			CAT.OP.MPA.170 (a)&(b)	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			
B10	E	3	CAT.GEN.MPA.105 (a)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Safety briefing cards not for the correct aircraft type and/or configuration	SACA-B10-07	Indicate the particulars of the situation observed
			CAT.OP.MPA.170 (a) & (b)	The operator shall ensure that passengers are:			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.			





Inspection Item	Inspections Item Title	Inspecting Instructions
B11	Cabin crew members	<p>Check if the cabin crew composition meets the minimum crew requirements (available in the operations manual).</p> <p>Check if the cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment.</p> <p>When circumstances dictate (e.g. aircraft undergoes significant delay) check whether the cabin crew members are in compliance with the flight and duty time rules contained within the operations manual.</p> <p><i>Note: Cabin crew members are required to hold an appropriate attestation, the list of qualifications and the training records, however there is no requirement to carry such documents.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B11	E	2	Regulation 2018/1139, Annex IV, 4.1	Cabin crew members must: (a) be trained and checked on a regular basis to attain and maintain an adequate level of competency in order to perform their assigned safety duties;	Cabin crew member(s) not familiar with the cabin emergency procedures	SACA-B11-01	Indicate the particulars of the situation observed
			ORO.AOC.135 (b)(2)	(2) All personnel assigned to, or directly involved in, ground and flight operations shall: (i) be properly trained; (ii) demonstrate their capabilities in the performance of their assigned duties; and (iii) be aware of their responsibilities and the relationship of their duties to the operation as a whole.			
			ORO.CC.110 (a)(3)	Cabin crew members shall only be assigned to duties on an aircraft if they: (3) have successfully completed all applicable training and checking required by this Subpart and are competent to perform the assigned duties in accordance with the procedures specified in the operations manual.			
B11	E	2	Regulation 2018/1139, Annex IV, 4.1	Cabin crew members must: (a) be trained and checked on a regular basis to attain and maintain an adequate level of competency in order to perform their assigned safety duties;	Cabin crew not familiar with the location and/or operation of emergency equipment	SACA-B11-02	Indicate the particulars of the situation observed
			ORO.AOC.135 (b)(2)	(2) All personnel assigned to, or directly involved in, ground and flight operations shall: (i) be properly trained; (ii) demonstrate their capabilities in the performance of their assigned duties; and			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(iii) be aware of their responsibilities and the relationship of their duties to the operation as a whole.			
B11	E	3	ORO.CC.100	<p>(a) The number and composition of cabin crew shall be determined in accordance with 7.a of Annex IV to Regulation (EC) No 216/2008, taking into account operational factors or circumstances of the particular flight to be operated. Except for balloons, at least one cabin crew member shall be assigned for the operation of aircraft with an MOPSC of more than 19 when carrying one or more passenger(s).</p> <p>(b) For the purpose of complying with (a), the minimum number of cabin crew shall be the greater of the following:</p> <p>(1) the number of cabin crew members established during the aircraft certification process in accordance with the applicable certification specifications, for the aircraft cabin configuration used by the operator; or</p> <p>(2) if the number under (1) has not been established, the number of cabin crew established during the aircraft certification process for the maximum certified passenger seating configuration reduced by 1 for every whole multiple of 50 passenger seats of the aircraft cabin configuration used by the operator falling below the maximum certified seating capacity; or</p> <p>(3) one cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aircraft to be operated.</p> <p>(c) For operations where more than one cabin crew member is assigned, the operator shall nominate one cabin crew member to be responsible to the pilot-in-command/commander.</p>	Insufficient number of cabin crew members	SACA-B11-03	Indicate the particulars of the situation observed
B11	E	3	CAT.GEN.MPA.100	b) The crew member shall:	Cabin Crew member not in compliance with the flight and duty time rules	SACA-B11-07	Describe the observed situation vs. the requirements in the OPS Manual
			ORO.MLR.100 (a)	<p>(4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;</p> <p>The operator shall establish an operations manual (OM) as specified under 8.b. of Annex IV to Regulation (EC) No 216/2008.</p>			





Inspection Item	Inspections Item Title	Inspecting Instructions
B12	Access to emergency exits	<p>Check floor/carpets/panels condition.</p> <p>Check if access to emergency exits impeded by baggage/seats/tables</p> <p>Check that provisions about occupancy of seats by overwing exit are in place and complied with.</p> <p><i>Note: Certain types of emergency exits may be oversized. Having seat rows next to such an exit, might not necessarily constitute a finding. As long as the remaining projected opening meets the minimum dimensions required for certification, no finding should be raised.</i></p> <p><i>Note: The row of seats ahead an emergency exit must not recline, however the row adjacent to the exit (namely the 'exit row') might recline, provided that no further emergency exit is immediately behind.</i></p> <p><i>Note: If the condition of the tray table latch is such that it fails to maintain the table in its upright position when it is subject to deceleration forces or shockloads, it should be raised as a finding. However, the categorisation depends on the location of the table concerned (adjacent to an emergency exit or not).</i></p> <p><i>Note: Depending on the certification standards, certain aircraft types may have special table latches (one-way or recessed locks on tray table latches) near the emergency exits which should prevent inadvertent release of the tables during the evacuation of the aircraft. Only for those aircraft the absence of the special latches should be considered as a finding. Inspectors should therefore be particularly cautious while identifying such findings.</i></p> <p><i>Note: Depending on the certification standards, it may be possible for certain aircraft type to have a seat located directly near the emergency exits that does not recline. No finding should be raised in this case.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B12	E	3	CS 25.803 CS 25.803-819 CS 23.803-815	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Floor/carpet in poor condition affecting the rapid evacuation	SACA-B12-01	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CAT.OP.MPA. 230	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B12	E	2	CS 23.803 CS 25.803	(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire. (c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.	Damaged wall panel or cabin crew seat lower stowage container access door latches not secure or unserviceable in the vicinity of emergency exit, possibly obstructing the exit	SACA-B12-02	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B12	E	3	CS 25.813 CS 23.813	(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s) (7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that (i) evacuees are hindered from climbing over in the course of evacuating. (ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the	Not-recessed tray table latch can be opened in the direction of evacuation (no one-way lock)	SACA-B12-03	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS		Doc #	INST.RI.01/003
		Approval Date	20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>			
			CAT.OP.MPA. 230	<p>(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.</p> <p>(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.</p>			
B12	E	3	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Not-recessed tray table latch can be opened in the direction of evacuation (for retrofitted aircraft)	SACA-B12-04	Indicate the particulars of the situation observed and the details on the certification provisions
			CS 25.813 CS 23.813	<p>(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s)</p> <p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit</p>			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>must be such that (i) evacuees are hindered from climbing over in the course of evacuating.</p> <p>(ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>			
			CAT.OP.MPA. 230	<p>(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.</p> <p>(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.</p>			
B12	E	3	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Access to emergency exits impeded by baggage or cargo	SACA-B12-05	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230	<p>(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			AMC1 CAT.OP.MPA. 160	<p>(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.</p> <p>Procedures established by the operator to ensure that hand baggage and cargo are adequately and securely stowed should take account of the following:</p> <p>(f) baggage and cargo should not be placed where it can impede access to emergency equipment; and</p> <p>(g) checks should be made before take-off, before landing and whenever the fasten seat belts signs are illuminated or it is otherwise so ordered to ensure that baggage is stowed where it cannot impede evacuation from the aircraft or cause injury by falling (or other movement) as may be appropriate to the phase of flight.</p>			
B12	E	3	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Access to emergency exits impeded by seats (total rows)	SACA-B12-06	Indicate the particulars of the situation observed
			CS 25.813 CS 23.813	<p>(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s)</p> <p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that (i) evacuees are hindered from climbing over in the course of evacuating.</p>			







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.			
			CAT.OP.MPA. 230	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B12	E	3	CS 25.803	(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire. (c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.	Cabin crew seat does not retract automatically impeding the access to emergency exit	SACA-B12-07	Indicate the particulars of the situation observed
			CS 25.813 CS 23.813	(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s)			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that (i) evacuees are hindered from climbing over in the course of evacuating. (ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>			
B12	E	3	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Access to emergency exits impeded by seats (oversized seat cushions)	SACA-B12-08	Indicate the particulars of the situation observed
		CS 25.813 CS 23.813	<p>(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s)</p> <p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit</p>				





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>must be such that (i) evacuees are hindered from climbing over in the course of evacuating.</p> <p>(ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>			
			CAT.OP.MPA. 230	<p>(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.</p> <p>(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.</p>			
B12	E	1	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits).	SACA-B12-09	Indicate the particulars of the situation observed
			CS 25.813 CS 23.813	<p>(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has</p>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>only seats installed immediately to the forward and aft of the access route(s)</p> <p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that (i) evacuees are hindered from climbing over in the course of evacuating.</p> <p>(ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>			
			CAT.OP.MPA. 230	<p>(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.</p> <p>(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.</p>			
B12	E	3	CS 25.803	<p>(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire.</p> <p>(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.</p>	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats adjacent to emergency exits.	SACA-B12-10	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CS 25.813 CS 23.813	(c) The following must be provided for each Type III or Type IV exit – (1) There must be access from the nearest aisle to each exit. (2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s) (7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that (i) evacuees are hindered from climbing over in the course of evacuating. (ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation. (8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.			
			CAT.OP.MPA. 230	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.			
B12	E	3	CAT.OP.MPA. 165	The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.	Seats which have a direct access to emergency exits allocated to passengers who might hinder evacuation	SACA-B12-11	Indicate the particulars of the situation observed
			AMC1 CAT.OP.MPA. 165	The operator should make provisions so that: (b) those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong, and be able and willing to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew; (c) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.			





Inspection Item	Inspections Item Title	Inspecting Instructions
B13	Stowage of passenger baggage	Check storage of baggage (including heavy and oversized baggage).  Check the condition of the overhead bins.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B13	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Hard or heavy baggage stored in open hat-racks	SACA-B13-01	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230 (b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured			
B13	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Baggage stowed in unserviceable overhead bins	SACA-B13-02	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230 (b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured			
B13	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Oversized baggage transported in the cabin not adequately secured	SACA-B13-03	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230 (b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured			
B13	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and	Baggage not stowed securely	SACA-B13-04	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.			the situation observed
			CAT.OP.MPA. 230 (b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured			
B13	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Overhead bins loaded in excess of the placarded weight limitation	SACA-B13-05	Indicate the particulars of the situation observed
			CAT.OP.MPA. 230 (b)	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured			







Inspection Item	Inspections Item Title	Inspecting Instructions
B14	Seat capacity	Check number of available seats.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B14	E	3	CAT.IDE.A. 205	<p>(a) Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5 700kg and with an MOPSC of less than nine, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p> <p>(b) A seat belt with upper torso restraint system shall:</p> <p>(1) have a single point release;</p>	Passengers on board in excess of the number of available seats	SACA-B14-01	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C01	General external condition	<p>Check general condition of the airframe:</p> <ul style="list-style-type: none"> <li>• Corrosion;</li> <li>• Presence of ice, snow, frost;</li> <li>• Legibility of markings.</li> </ul> <p><i>Note: Although missing underwing registrations are a non-compliance with international requirements, the safety relevance is considered low. Therefore, such non-compliance should be recorded as a General Remark (CAT G) only.</i></p> <p><i>Note: EASA does not require that break-in points need to be marked (however, if such markings are being used, they should be according to a certain format” – See SACA-C01-02).</i></p> <p><i>Note: Markings may be in languages other than English.</i></p> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required for certification and those required only by the manufacturer.</i></p> <ul style="list-style-type: none"> <li>• Loose or missing fasteners and rivets</li> <li>• Missing or damaged bonding wires</li> </ul> <p><i>Note: The finding categorisation related to missing fasteners, rivets or bonding wires has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p> <ul style="list-style-type: none"> <li>• Presence and condition of the antennas</li> <li>• Presence and condition of the static dischargers</li> <li>• Condition and functionality of the exterior lights etc.</li> </ul> <p><i>Note: Before raising a finding, the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL). Unserviceable lights, not required for the type of flight, should be reported as a General Remark only.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SACA-C01-01	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	E	2	CAT.IDE.A. 260	If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1	Break-in point markings (if applied) faded or incorrectly marked	SACA-C01-02	Indicate the particulars of the situation observed
C01	E	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Paint damage with exposed composite (outside dispatch limits/conditions)	SACA-C01-03	Indicate the particulars of the situation observed
C01	E	2	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Poor condition of de-icing system	SACA-C01-04	Indicate the particulars of the situation observed
C01	E	2	CS 25.1541 CS 23.1541	(a) The aeroplane must contain – (1) The specified markings and placards; and (2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics. (b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph – (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.	Ground servicing placards and markings not applied or unreadable	SACA-C01-05	Indicate the particulars of the situation observed
C01	E	1	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Significant corrosion	SACA-C01-06	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	E	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection..	Major corrosion (outside dispatch limits/conditions)	SACA-C01-07	Indicate the particulars of the situation observed
C01	E	3	SERA.3215	(a) Except as provided by (e), at night all aircraft in flight shall display: (1) anti-collision lights intended to attract attention to the aircraft; and (2) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights. (b) Except as provided by (e), at night: (1) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; (2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable; (3) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and (4) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact. (c) Except as provided by (e), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (a)(1) shall display such lights also during day. (d) Except as provided by (e), all aircraft: (1) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (b)(3); or (2) on the movement area of an aerodrome and fitted with lights to meet the requirement of (b)(4); shall display such lights also during day.	Required aircraft lights unserviceable (outside dispatch limits/conditions) or not displayed.	SACA-C01-08	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	M	3			Static discharger(s) missing or damaged outside dispatch limits/conditions	SACA-C01-10	Indicate the particulars of the situation observed
C01	M	3			Antenna(s) missing or damaged outside dispatch limits/conditions	SACA-C01-11	Indicate the particulars of the situation observed
C01	M	3			Pressure port (and/or RVSM area) damaged or contaminated (outside dispatch limits/conditions)	SACA-C01-12	Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside dispatch limits/conditions	SACA-C01-13	Indicate the particulars of the situation observed
C01	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SACA-C01-16	Indicate the particulars of the situation observed
C01	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SACA-C01-17	Indicate the particulars of the situation observed
C01	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SACA-C01-18	Indicate the particulars of the situation observed
C01	M	1			Bonding wires broken or missing with minor impact on flight safety	SACA-C01-19	Indicate the particulars of the situation observed
C01	M	2			Bonding wires broken or missing with significant impact on flight safety	SACA-C01-20	Indicate the particulars of the situation observed
C01	M	3			Bonding wires broken or missing with major influence on safety	SACA-C01-21	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
							the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C02	Doors and hatches	<p>Check for:</p> <ul style="list-style-type: none"> <li>• Condition of doors, hatches and associated seals;</li> <li>• Presence and condition of bonding wires;</li> <li>• Door external markings, operation instructions;</li> </ul> <p><i>Note: Only those doors which can be opened from the outside need external markings.</i>  <i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C02	M	2			Door handle(s), lever(s), access panel(s) not flush	SACA-C02-02	Indicate the particulars of the situation observed
C02	E	2		<p>(a) The aeroplane must contain –</p> <p>(1) The specified markings and placards; and</p> <p>(2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics.</p> <p>(b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph –</p> <p>(1) Must be displayed in a conspicuous place; and</p> <p>(2) May not be easily erased, disfigured, or obscured.</p>	Door operation instructions missing or unclear	SACA-C02-03	Indicate the particulars of the situation observed
			Part 26.110(b)	<p>Operators of large aeroplanes used in commercial air transport shall comply with the following:</p> <p>(b) means shall be provided to facilitate the location and operation of emergency exits by personnel on the outside of the aeroplane in case of an emergency evacuation.</p>			
			CS 26.110(f)	<p>(f) Each emergency exit that is openable from the outside, and its means of opening is marked on the outside of the aeroplane. In addition, the following apply:</p> <p>(1) The outside marking for each passenger emergency exit in the side of the fuselage includes one 5 cm (2 inch) coloured band outlining the exit.</p>			





				<p>(2) Each outside marking including the band, has colour contrast to be readily distinguishable from the surrounding fuselage surface. The contrast is such that if the reflectance of the darker colour is 15% or less, the reflectance of the lighter colour is at least 45%. 'Reflectance' is the ratio of the luminous flux reflected by a body to the luminous flux it receives. When the reflectance of the darker colour is greater than 15%, at least a 30% difference between its reflectance and the reflectance of the lighter colour is provided.</p> <p>(3) In the case of exits other than those in the side of the fuselage, such as ventral or tail cone exits, the external means of opening, including instructions if applicable, are conspicuously marked in red, or bright chrome yellow if the background colour is such that red is inconspicuous. When the opening is located on only one side of the fuselage, a conspicuous marking to that effect is provided on the other side.</p>			
C02	M	3			Cargo door lock inspection glasses blind and no other means to verify locking position(s)	SACA-C02-04	Indicate the particulars of the situation observed
C02	M	3			Door seal damaged outside dispatch limits/conditions	SACA-C02-05	Indicate the particulars of the situation observed
C02	M	3			Door(s) unserviceable outside dispatch limits/conditions	SACA-C02-06	Indicate the particulars of the situation observed
C02	M	1			Bonding wires broken or missing with minor impact on flight safety	SACA-C02-07	Indicate the particulars of the situation observed
C02	M	2			Bonding wires broken or missing with significant impact on flight safety	SACA-C02-08	Indicate the particulars of the situation observed
C02	M	3			Bonding wires broken or missing with major impact on flight safety	SACA-C02-09	Indicate the particulars of the situation observed







C02	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SACA-C02-10	Indicate the particulars of the situation observed
C02	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SACA- C02-11	Indicate the particulars of the situation observed
C02	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SACA- C02-12	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C03	Flight controls	<p>Check external Flight Controls.</p> <p>Check for hydraulic leakage.</p> <p>Check presence and condition of the static dischargers.</p> <p>Check presence and condition of bonding wires.</p> <p>Check for loose or missing fasteners and rivets</p> <p><i>Note: the finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	3			Hydraulic leak outside dispatch limits/conditions	SACA-C03-02	Indicate the particulars of the situation observed
C03	M	3			Static discharger(s) missing (outside dispatch limits/conditions)	SACA-C03-03	Indicate the particulars of the situation observed
C03	E	3	CAT.OP.MPA. 175	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Flight controls unserviceable	SACA-C03-04	Indicate the particulars of the situation observed
C03	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SACA-C03-06	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SACA-C03-07	Indicate the particulars of the situation observed
C03	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SACA-C03-08	Indicate the particulars of the situation observed
C03	M	1			Bonding wires broken or missing with minor impact on flight safety	SACA-C03-09	Indicate the particulars of the situation observed
C03	M	2			Bonding wires broken or missing with significant impact on flight safety	SACA-C03-10	Indicate the particulars of the situation observed
C03	M	3			Bonding wires broken or missing with major impact on flight safety	SACA-C03-11	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C04	Wheels, tyres and brakes	<p>Inspect wheels and tyres for damage and wear. When possible, check for correct tyre pressure.</p> <p>Check the condition of the braking system.</p> <p>Check the condition of the landing gear snubbers.</p> <p><i>Note: Some aircraft manufacturers may approve a certain amount of flights with tires or brakes worn out or damaged beyond AMM limits.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C04	M	1			Brake wear indicator pin(s) missing (at least one pin remaining) and not recorded	SACA-C04-01	Indicate the particulars of the situation observed
C04	M	G			Tyre inflation valve(s) cap missing	SACA-C04-02	Indicate the particulars of the situation observed
C04	M	G			Brake assembly bleed valve dust cap(s) missing	SACA-C04-03	Indicate the particulars of the situation observed
C04	M	3			Brake(s) unserviceable and not recorded	SACA-C04-04	Indicate the particulars of the situation observed
C04	M	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors) and not recorded	SACA-C04-05	Indicate the particulars of the situation observed
C04	M	3			Leaking hydraulic braking system (outside dispatch limits/conditions)	SACA-C04-06	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C04	M	3			Nose landing gear wheel snubbers worn outside dispatch limits/conditions	SACA-C04-07	Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside dispatch limits/conditions	SACA-C04-08	Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded	SACA-C04-09	Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside dispatch limits/conditions	SACA-C04-10	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C05	Undercarriage, skids/floats	<p>Check presence and condition of the water/debris deflectors (if required to be installed).</p> <p>Check skids/floats for obvious damages.</p> <p>Check for presence and legibility of inspection markings/placards.</p> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required by EU requirements and those required only by the manufacturer. Check for condition, lubrication, corrosion, leaks, damage and inappropriate strut extension.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C05	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SACA-C05-01	Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective	SACA-C05-02	Indicate the particulars of the situation observed
C05	M	G			Gear strut valve cap(s) missing	SACA-C05-03	Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside dispatch limits/conditions	SACA-C05-04	Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed	SACA-C05-05	Indicate the particulars of the situation observed
C05	E	2	CS 25.1541 CS 23.1541	(a) The aeroplane must contain – (1) The specified markings and placards; and (2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics.	Ground servicing markings not applied or unreadable	SACA-C05-06	Indicate what marking were missing/unreadable, including the appropriate





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph – (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.			AMM/SRM reference
C05	I	1	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Significant corrosion	SACA-C05-07	Indicate the particulars of the situation observed
C05	I	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Major corrosion (outside dispatch limits/conditions)	SACA-C05-08	Indicate the particulars of the situation observed
C05	M	3			Seepage/leakage outside dispatch limits/conditions	SACA-C05-09	Indicate the particulars of the situation observed
C05	M	3			Strut pressure outside dispatch limits/conditions	SACA-C05-10	Indicate the particulars of the situation observed
C05	M	2			Safety markings not applied or unreadable	SACA-C05-11	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference





Inspection Item	Inspections Item Title	Inspecting Instructions
C06	Wheel well	<p>Check for cleanliness and damage.</p> <p>Check for lubrication, leakage &amp; corrosion.</p> <p>Check for lubrication, leakage &amp; corrosion and wear on door fittings and hinges.</p> <p>Check for loose or missing fasteners and rivets.</p> <p>Check for presence and condition of bonding wires.</p> <p><i>Note: The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C06	M	3			Landing gear door(s) damaged outside dispatch limits/conditions	SACA-C06-01	Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)	SACA-C06-02	Indicate the particulars of the situation observed
C06	I	1	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Significant corrosion	SACA-C06-04	Indicate the particulars of the situation observed
C06	I	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and	Major corrosion (outside dispatch limits/conditions)	SACA-C06-05	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.			
C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable	SACA-C06-06	Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside dispatch limits/conditions	SACA-C06-07	Indicate the particulars of the situation observed
C06	M	1			Bonding wires broken or missing with minor impact on flight safety	SACA-C06-08	Indicate the particulars of the situation observed
C06	M	2			Bonding wires broken or missing with significant impact on flight safety	SACA-C06-09	Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing with major impact on flight safety	SACA-C06-10	Indicate the particulars of the situation observed
C06	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SACA-C06-11	Indicate the particulars of the situation observed
C06	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SACA-C06-12	Indicate the particulars of the situation observed
C06	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SACA-C06-13	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
C07	Powerplant and pylon	<p>Check for:</p> <ul style="list-style-type: none"> <li>• Dents and loose/missing fasteners;</li> <li>• LPT/LPC blades and IGV/OGV (where visible), obvious damage to sensors;</li> <li>• Cracks;</li> <li>• Panels are aligned and handles are flush;</li> <li>• Unusual damage and leaks;</li> <li>• The condition of the thrust reverser;</li> <li>• The condition of the Intake acoustic liners;</li> <li>• Presence and legibility of the markings and placards.</li> </ul> <p><i>Note: When inspecting markings and placards, inspectors should differentiate between those required for certification and those required only by the manufacturer.</i></p> <p><i>Note: The finding categorisation related to missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C07	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SACA-C07-01	Indicate the particulars of the situation observed
C07	E	2	CS 25.1541 CS 23.1541	(a) The aeroplane must contain – (1) The specified markings and placards; and (2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics. (b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph – (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.	Ground servicing markings not applied or unreadable	SACA-C07-02	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C07	M	2			Significant damage in the intake and exhaust area	SACA-C07-03	Indicate the particulars of the situation observed





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C07	M	3			Damage (dents, nicks, cracks) outside dispatch limits/conditions	SACA-C07-04	Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside dispatch limits/conditions	SACA-C07-05	Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	SACA-C07-06	Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	SACA-C07-07	Indicate the particulars of the situation observed
C07	M	3			Thrust reverser/blocker doors not fully stowed	SACA-C07-09	Indicate the particulars of the situation observed
C07	M	1			Loose and/or missing fastener with minor influence on safety	SACA-C07-10	Indicate the particulars of the situation observed
C07	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SACA-C07-11	Indicate the particulars of the situation observed
C07	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SACA-C07-12	Indicate the particulars of the situation observed
C07	M	2			Safety markings not applied or unreadable	SACA-C07-13	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
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Inspection Item	Inspections Item Title	Inspecting Instructions
C08	Fan blades, propellers, rotors (main/tail)	<p>Check for FOD damage, cracks, cuts, corrosion, erosion etc.</p> <p>Check for corrosion, looseness of blades in hub, stone damage etc.</p> <p>Check the de-ice boots for damage where fitted.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C08	M	3			Fan blade(s), LPT AND HPT, IGV/OGV damaged outside dispatch limits/conditions	SACA-C08-01	Indicate the particulars of the situation observed
C08	M	3			Propeller de-icing system unserviceable (outside dispatch limits/conditions)	SACA-C08-02	Indicate the particulars of the situation observed
C08	M	3			Propeller(s) damaged outside dispatch limits/conditions	SACA-C08-03	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C09	Obvious repairs	<p>Check for repairs of unusual design or poorly performed.</p> <p><i>Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent &amp; buckle chart). The flight crew might not be aware of the status of temporary repairs as it could be under the control of the maintenance organisation.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C09	M	2			Previous repair in poor condition	SACA-C09-01	Indicate the particulars of the situation observed
C09	M	3			Repairs obviously not carried out in accordance with the applicable AMM/SRM	SACA-C09-02	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C10	Obvious unrepaired damage	Check for un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc.  Check that any damage is observed, assessed and possibly recorded on a damage chart/buckle & dent chart.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C10	M	3			Structural damage affecting the airworthiness of the aircraft	SACA-C10-01	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
C11	Leakage	Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice)  <i>Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.</i>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C11	M	3			Leakage outside dispatch limits/conditions	SACA-C11-01	Indicate the particulars of the situation observed
C11	M	3			Servicing doors/panels, drains blocked by ice or other debris	SACA-C11-02	Indicate the particulars of the situation observed





Inspection Item	Inspections Item Title	Inspecting Instructions
D01	General condition of cargo compartment	<p>Check the general condition of cargo compartment.</p> <p>Check lighting, fire protection, detection &amp; extinguishing system (if appropriate).</p> <p>Check side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain.</p> <p>Check the presence and condition of cargo barrier/dividing nets.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D01	M	1			Minor defects with limited effect on safety	SACA-D01-01	Indicate the particulars of the situation observed
D01	E	2	CAT.IDE.A.100	<p>(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements except for the following items:</p> <ol style="list-style-type: none"> <li>(1) Spare fuses;</li> <li>(2) Independent portable lights;</li> <li>(3) An accurate time piece;</li> <li>(4) Chart holder;</li> <li>(5) First-aid kits;</li> <li>(6) Emergency medical kit;</li> <li>(7) Megaphones;</li> <li>(8) Survival and signalling equipment;</li> <li>(9) Sea anchors and equipment for mooring; and</li> <li>(10) Child restraint devices.</li> </ol> <p>(b) Instruments and equipment not required by this Subpart that do not need to be approved in accordance with the applicable airworthiness requirements, but are carried on a flight, shall comply with the following:</p> <ol style="list-style-type: none"> <li>(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC) No 216/2008 or CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and</li> </ol>	Equipment installations obviously not in compliance with Part-CAT and Part-M	SACA-D01-02	Indicate the particulars of the situation observed







Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.</p> <p>(c) If equipment is to be used by one flight crew member at his/her station during flight, it must be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it must be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.</p> <p>(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.</p> <p>(e) All required emergency equipment shall be easily accessible for immediate use.</p>			
			M.A.501	<p>(a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on an EASA Form 1 or equivalent and is marked in accordance with Annex I (Part-21), Subpart Q, unless otherwise specified in Annex I (Part-21) to Regulation (EU) No 748/2012, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation.</p> <p>(b) Prior to installation of a component on an aircraft the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive configurations may be applicable.</p>			
D01	E	2	CS 25.1541 CS 23.1541	<p>(a) The aeroplane must contain –</p> <p>(1) The specified markings and placards; and</p> <p>(2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics.</p> <p>(b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph –</p> <p>(1) Must be displayed in a conspicuous place; and</p> <p>(2) May not be easily erased, disfigured, or obscured.</p>	Ground servicing markings not applied or unreadable	SACA-D01-03	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D01	M	3	CS 25.858	If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions: (a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire. (b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the aeroplane is substantially decreased. (c) There must be means to allow the crew to check in flight, the functioning of each smoke or fire detector circuit. (d) The effectiveness of the detection system must be shown for all approved operating configurations and conditions.	Cargo bay smoke detection test fail or outside dispatch limits/conditions	SACA-D01-04	Indicate the particulars of the situation observed
D01	E	3	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	SACA-D01-05	Indicate the particulars of the situation observed
			CS 25.858	If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions: (a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire. (b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the aeroplane is substantially decreased. (c) There must be means to allow the crew to check in flight, the functioning of each smoke or fire detector circuit. (d) The effectiveness of the detection system must be shown for all approved operating configurations and conditions.			
D01	M	3			Damage to panelling and/or lining outside limits	SACA-D01-06	Indicate the particulars of the situation observed
D01	E	3	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that:	Unserviceable fire extinguishing system and the affected cargo compartment is used	SACA-D01-07	Indicate the particulars of





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with			the situation observed
D01	M	3			Floor locks unserviceable outside dispatch limits/conditions (with cargo)	SACA-D01-08	Indicate the particulars of the situation observed
D01	M	3			No or unserviceable required barrier net	SACA-D01-09	Indicate the particulars of the situation observed
D01	E	3	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with	No smoke barrier/curtain (if applicable)	SACA-D01-10	Indicate the particulars of the situation observed
D01	E	3	CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with	Structural or floor damage outside dispatch limits/conditions	SACA-D01-11	Indicate the particulars of the situation observed
D01	E	3	CS 25.856(a)	Thermal/acoustic insulation material installed in the fuselage must meet the flame propagation test requirements of Part VI of Appendix F to CS-25, or other approved equivalent test requirements. This requirement does not apply to "small parts", as defined in Part I of Appendix F to CS-25	Cargo compartment (s) not equipped with fire suppression systems	SACA-D01-12	Indicate the particulars of the situation observed
			CS 25.858	If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions: (a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire.			





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<p>(b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the aeroplane is substantially decreased.</p> <p>(c) There must be means to allow the crew to check in flight, the functioning of each smoke or fire detector circuit.</p> <p>(d) The effectiveness of the detection system must be shown for all approved operating configurations and conditions.</p>			
			CS 23.855	<p>For each cargo or baggage compartment not occupied by crew or passengers, the following apply:</p> <p>(a) The compartment must meet one of the class requirements of CS 25.857.</p> <p>(b) The following cargo or baggage compartments, as defined in CS 25.857, must have a liner that is separate from, but may be attached to, the aeroplane structure:</p> <p>(1) Class B through Class E cargo or baggage compartments; and</p> <p>(2) Class F cargo or baggage compartments, unless other means of containing the fire and protecting critical systems and structure are provided</p> <p>(c), (d), (e), (f), (g), (h), (i), (j)</p>			
D01	M	3			Cargo compartment lighting damaged outside dispatch limits/conditions	SACA-D01-13	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Inspections Item Title	Inspecting Instructions
D02	Dangerous Goods	<p>If dangerous good are on board, check that the pilot has received appropriate notification.</p> <p>Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air).</p> <p><i>Note: If a finding is raised on this point, report it under A04 – Manuals.</i></p> <p>Check that Technical Instructions as per ICAO Doc. 9284 are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation.</p> <p>Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284).</p> <p>Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the operations specifications, report it under A10.</p> <p>Check, when required, the crew access to the cargo area in case of transportation of CAO goods.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D02	E	2	CAT.GEN.MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Incorrect or incomplete information in NOTOC, not concerning CAO packages	SACA-D02-01	Indicate the particulars of the situation observed
			SPA.DG.110	The operator shall, in accordance with the Technical Instructions: <ul style="list-style-type: none"> <li>(a) provide written information to the pilot-in-command/commander:               <ul style="list-style-type: none"> <li>(1) about dangerous goods to be carried on the aircraft;</li> <li>(2) for use in responding to in-flight emergencies;</li> </ul> </li> <li>(b) use an acceptance checklist;</li> <li>(c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;</li> <li>(d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the</li> </ul>			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Incorrect or incomplete information in NOTOC, concerning CAO packages	SACA-D02-02	Indicate the particulars of the situation observed
			SPA.DG.110	The operator shall, in accordance with the Technical Instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	SACA-D02-03	Indicate the particulars of





## INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc #	INST.RI.01/003
Approval Date	20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.			the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Damaged and/or leaking packages/overpacks containing DG	SACA-D02-04	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Dangerous Goods not correctly loaded and/or secured	SACA-D02-05	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	DG label incorrect or missing	SACA-D02-06	Indicate the particulars of the situation observed
D02	E	2	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	SACA-D02-07	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Required identification tag missing (CAO packages inside)	SACA-D02-08	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D02	E	2	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284AN/ 905), including its supplements and any other addenda or corrigenda.	DG identification tag improperly used	SACA-D02-09	Indicate the particulars of the situation observed
			SPA.DG.110	The operator shall, in accordance with the Technical Instructions: (a) provide written information to the pilot in command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to inflight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;			
D02	E	2	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284AN/ 905), including its supplements and any other addenda or corrigenda.	DG identification tag not compliant with technical instructions	SACA-D02-10	Indicate the particulars of the situation observed







INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			SPA.DG.110	The operator shall, in accordance with the Technical Instructions: (a) provide written information to the pilot in command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to inflight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;			
D02	E	3	CAT.GEN.MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Dangerous goods carried as limited quantities or excepted quantities but limits exceeded	SACA-D02-11	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN.MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Dangerous goods not packed in accordance with proper packing instructions	SACA-D02-12	Indicate the particulars of the situation observed
			DOC 9284 (Part 4)	1.1.1 Dangerous goods must be packed in good quality packagings, which must be strong enough to withstand the shocks and loadings normally encountered during transport, including removal from a pallet, unit load device or overpack for subsequent			





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				manual or mechanical handling. Packagings must be constructed and closed so as to prevent any loss of contents when prepared for transport, which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings (including inner packagings and receptacles) must be closed in accordance with the information provided by the manufacturer. No dangerous residue must adhere to the outside of packages during transport. These provisions apply, as appropriate, to new, reused, reconditioned or re-manufactured packagings.			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	DG not stowed and/or separated in accordance with the Technical Instructions	SACA-D02-13	Indicate the particulars of the situation observed
			A18-8.7	8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage. 8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions. 8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Hazardous and/or radioactive contamination not removed	SACA-D02-14	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of	Required NOTOC missing	SACA-D02-15	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.			
			SPA.DG.110	The operator shall, in accordance with the Technical Instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	SACA-D02-16	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	No access to DG packages labelled "Cargo aircraft only" where required	SACA-D02-17	Indicate the particulars of the situation observed
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and	Transport of forbidden dangerous goods	SACA-D02-18	Indicate the particulars of





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
Approval Date 20/03/2019

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.			the situation observed
			A18-4.3	Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.			
D02	E	3	CAT.GEN. MPA.200	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.	Dangerous goods not accompanied by shipper's declaration when so required	SACA-D02-19	Indicate the particulars of the situation observed





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

Doc # INST.RI.01/003  
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Inspection Item	Inspections Item Title	Inspecting Instructions
D03	Cargo stowage	<p>Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight).</p> <p><i>Note: Not all aircraft have load height restrictions.</i></p> <p>Check that flight/fly-away kit and spare wheels are correctly secured.</p> <p>Check that cargo is correctly secured.</p> <p>Check the condition of cargo containers, pallets, lock assemblies and lashing nets.</p> <p>Check the condition of the cargo compartment dividing nets.</p> <p><i>Note: Although in most cases cargo is restrained using cargo nets, in certain cases aircraft have been certified without such nets and the restraining of the cargo is achieved by the containment in the compartment itself (e.g. cargo bulkhead compartment of regional turboprops). If the type certification does not prescribe the presence of nets, their absence should not constitute a finding.</i></p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D03	E	1	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	SACA-D03-01	Indicate the particulars of the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	2	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or containers	SACA-D03-02	Indicate the particulars of





INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP INSPECTION (SAFA/SACA) FINDINGS

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Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.			the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Cargo Area not used in accordance with classification	SACA-D03-03	Indicate the particulars of the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Cargo not correctly secured and restrained in all directions	SACA-D03-04	Indicate the particulars of the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that:	Major damage to lashing, tie-down equipment, pallets, lock assemblies	SACA-D03-05	Indicate the particulars of





Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				(a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	and/or containers affecting the structural integrity and their intended function		the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Dividing net or protection net damaged outside dispatch limits/conditions	SACA-D03-06	Indicate the particulars of the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			
D03	E	3	CAT.OP.MPA. 160	The operator shall establish procedures to ensure that: (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Load distribution/load limit (floor and/or height) exceeded	SACA-D03-07	Indicate the particulars of the situation observed
			CAT.OP.MPA. 175 (b)(1)	(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with.			





Inspection Item	Inspections Item Title	Inspecting Instructions
E01	General	<p>Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.</p> <p>Non-compliances with EU standards not having a direct safety relevance should be reported under this inspection item as General Remarks (e.g. carriage of third party liability insurance), since the categorisation reflects the impact on safety. However, this categorisation (CAT G) shall not affect the obligation to take enforcement measures including grounding of an aircraft.</p>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
E01	M	3	M		Aircraft not operated according to the manufacturer's operating instructions during push-back, towing and/or taxiing.	SACA-E01-01	Indicate the particulars of the situation observed
E01	E	G	CAT.GEN. MPA.180 (a)	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (8) the third party liability insurance certificate(s);	No valid third party liability insurance certificate or cannot be shown by crew	SACA-E01-02	

