Notice of Proposed Amendment 2013-13

SACA & SAFA

RMT.0435 (OPS.087 (b)) & RMT.0441 (OPS.089 (c)) — 22/07/2013

Applicability		Process map	
Affected regulations and decisions:	AMC/GM Part-ARO Acceptable Means of Compliance / Guidance Material to **A**uthority **R**equirements for Air **O**perations	Concept Paper:	No
		Terms of Reference:	20 July 2011
		Rulemaking group:	No
		RIA type:	Light
Affected stakeholders:	Competent Authorities	Technical consultation during NPA drafting:	No
		Duration of NPA consultation:	1/2/3 months
Driver/origin:	SAFA Directive 2004/36/EC will be repealed with entry into force of Regulation 965/2012	Review group:	No
		Focussed consultation:	No
		Publication date of the Opinion:	N/a
Reference:	Directive 2004/34/EC	Publication date of the Decision:	Q2/2014

EXECUTIVE SUMMARY

This proposal contains AMC and GM to Part-ARO.RAMP of Commission Regulation 965/2012[1] and clarifies the conditions for the approval and continuous validity of ramp inspection training organisations, as well as additional guidance and instructions to inspectors on how to perform ramp inspections.

This proposal addresses the continuing need for a harmonised and standardised execution of ramp inspections of EU and third country operators. It affects EASA, the NAAs of EU Member States plus Norway, Iceland, Liechtenstein and Switzerland, as well as SAFA (Safety Assessment of Foreign Aircraft) participating countries. In addition, all operators flying to airports of participating countries are also affected, since they would be subject to inspections.

Regulation (EC) No 216/2008 of the European Parliament and of the Council[2], known as the Basic Regulation, extended the scope of EU competence to air operations, flight crew licences and aircraft used by third country operators into, within or out of the European Union. Third country operators operating aircraft into, within or out of the EU have been subject to inspections by the Member States in accordance with Directive 2004/36/EC of the European Parliament and of the Council[3] on the safety of third country aircraft using Community airports (the SAFA Directive) — later amended by Commission Directive 2008/49/EC[4] introducing the core elements of the SAFA Procedures Manual. This legal framework was then complemented by two implementing regulations — Commission Regulation (EC) No 768/2006[5] on collection and exchange of information, and Commission Regulation (EC) No 351/2008[6] on prioritisation of inspections. In order to assist the Member States in the implementation of certain provisions of this regulatory framework, SAFA Guidance Material had been adopted on the Procedures for the Qualification of Ramp Inspectors and on Ramp Inspection Procedures.

With the first extension of the Basic Regulation, a comprehensive framework for the collective oversight of all aircraft using Community aerodromes was established. As a consequence, the SAFA Directive and existing legislation and guidance material on ramp inspections adopted on the basis of the SAFA Directive were repealed with the entry into force on 28 October 2012 of the OPS Commission Implementing Regulation (EU) No 965/2012 of 5 October 2012. The content of the SAFA Directive, its implementing rules and related guidance material, was transposed to Subpart ARO.RAMP of Annex II to Commission Regulation (EU) No 965/2012 and related acceptable means of compliance and guidance material.

As the scope of the Basic Regulation is wider than the scope of the current SAFA Directive — which is limited to third country aircraft engaged in commercial operations as well as to third country aircraft of a maximum take-off weight of more than 5.700 kg engaged in non-commercial operations, Part-ARO.RAMP will be applicable to all aircraft subject to the Basic Regulation used by either EU (SACA — Safety Assessment of Community Aircraft) or third country operators (SAFA), both commercial, under the current Commission Regulation 965/2012 and non-commercial, as soon as the relevant Annexes for non-commercial operations will apply. This NPA ensures that the ramp inspection system remains effective. It is considered that there is no need to amend the implementing rules on Air Operations as initially foreseen in the published Rulemaking task terms of reference, since the relevant provisions on the approval of training organisation have been drafted in the framework of ARO.RAMP. The respective AMC and GM will complement the following paragraphs in the IRs: ARO.RAMP.100, ARO.RAMP.120, ARO.RAMP.125, ARO.RAMP.130, ARO.RAMP.135, ARO.RAMP.140, ARO.RAMP.145 and ARO.RAMP.160.

[1] 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 (JO L 296, 25.10.2012, p. 1).

[2] Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1), as last amended by Regulation 1108/2009 of the European Parliament and of the Council of 21 October 2009 (OJ L 309, 24.11.2009, p. 51).

[3] OJ L 143, 30.4.2004, p. 76.

[4] Commission Directive 2008/49/EC of 16 April 2008 amending Annex II to Directive 2004/36/EC of the European Parliament and of the Council regarding the criteria for the conduct of ramp inspections on aircraft using Community airports (OJ L 109, 19.4.2008, p. 17).

[5] OJ L 134, 20.5.2006, p. 16; OJ L 338M, 17.12.2008, p. 364).

[6] OJ L 109, 19.4.2008, p. 7-8.

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A. Explanatory Note

I. Introduction

1. The purpose of this Notice of Proposed Amendment (NPA) is to consider the adoption of Acceptable Means of Compliance (AMC) and Guidance Material (GM) on ramp inspections, as well as AMC and GM on the approval of training organisations. The scope of this rulemaking activity is outlined in Terms of Reference (ToR) OPS.087 (b) (RMT.0435) and OPS.087 (c) (RMT.0441) and is described in more detail below.

2. The European Aviation Safety Agency (hereinafter referred to as the 'Agency') is directly involved in the rule-shaping process. It assists the Commission in its executive tasks by preparing draft regulations, and amendments thereof, for the implementation of the Basic Regulation, which are adopted as 'Opinions' (Article 19(1)). It also issues AMC, as well as any GM, for the application of the Basic Regulation and its implementing rules (Article 18(c)).

3. When developing rules, the Agency is bound to follow a structured process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'.

II. Process and scope

4. The Agency developed this NPA in line with the Rulemaking Procedure[7].

5. This rulemaking activity is included in the Agency's Rulemaking Programme for 2012-2015 in line with the Rulemaking Procedure. It implements the 'SACA and SAFA' rulemaking tasks RMT.0435 (OPS.087 (b)) and RMT.0441 (OPS.087 (c)).

6. The text of this NPA has been developed by the Agency. It is submitted for consultation of all interested parties in accordance with Article 52 of the Basic Regulation and Articles 5(3) and 6 of the Rulemaking Procedure.

III. Overview of the changes proposed in this NPA

7. This proposal is intended to address the need for a harmonised and standardised execution of ramp inspections in all EASA States. This harmonised AMC/GM will also have an impact on those States which EASA concluded a working arrangement with in the area of ramp inspections of foreign aircraft. AMC and GM are needed to give clear guidance and instructions to inspectors performing ramp inspections. The proposal does not involve a departure from the system currently in place. The aim is to transfer the existing two sets of EASA SAFA GM (which were developed and published pursuant to Commission Directive 2008/49/EC) and complement them with AMC and GM on the approval of training organisations. As the scope of Commission Regulation (EU) No 965/2012[8] also includes aircraft used by operators under the regulatory oversight of another Member State, this NPA also contains AMC and GM on the performance of ramp inspections of such aircraft.

8. The NPA also takes account of Opinion 05/2012 on the authorisation of CAT third country operators. Appropriate links to TCO are being established with the proposed AMC/GM.

9. This NPA therefore proposes to complement the AMC and GM to Part-ARO adopted with ED Decision 2012/016/R[9].

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[7] See Management Board Decision concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material (Rulemaking Procedure), EASA MB 08 2007, 13.6.2007.

[8] OJ L 296, 25.10.2012, p. 1.

[9] Decision 2012/016/R of the Executive Director of the Agency of 24 October 2012, Acceptable Means of Compliance and Guidance Material to 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)

10. When developing this NPA, due account was taken of the development of European Union and international law (ICAO), and harmonisation with the rules of authorities of the European Union's main partners as set out in the objectives of Article 2 of the Basic Regulation. The proposed rule:

    (a) takes into account the current status of the relevant European Union legislation;

    (b) is equivalent to the ICAO Standards and Recommended Practices for third country operators and aircraft. The relevant EU legislation is taken into account for the part relevant for SACA inspections, applicable to EU operators.

11. The NPA includes inspection instructions on the categorisation of findings. These inspection instructions are currently published by the Agency as a detailed list of pre-described findings (PDFs) and include inspection instructions for both third country operators (SAFA) and for operators under the regulatory oversight of another Member State (SACA). The inspection instructions in the form of PDFs facilitate standardisation and harmonisation of findings. With this NPA the inspection instructions in the form of detailed PDFs are attached in Part-C (SAFA) and Part-D (SACA) and include the future Agency decision. The PDFs are therefore consulted with this NPA. They will be published by the Agency on its website and any subsequent amendments will follow a transparent consultation process. The reference to the inspection instructions is contained in a new AMC1 ARO.RAMP.125 Conduct of Ramp Inspections & ARO.RAMP.130 Categorisation of findings. The Agency invites stakeholders to comment on the PDFs for SAFA and SACA ramp inspections contained Part C (SAFA) and Part D (SACA) of this NPA proposal.

IV. Summary of the Regulatory Impact Assessment

The following options were identified:

0: the baseline option (do nothing: no change in rules, so all the known risks would remain as described in Section 2);

1: the development of a Member States code of practice;

2: Rulemaking task to develop AMC and GM on the harmonisation of inspections.

Option 2, as proposed in this NPA, is the only option with a positive **safety and in particular harmonisation impact.**Taking into account the collective nature of the Ramp Inspection Programme, for which standardisation and harmonisation are paramount, option 1 might endanger the SAFA Programme as it could lead to implementation differences. Also, operators repeatedly underligned the importance of a harmonised way of ramp inspections.The development of a code of practice (Option 1) would not help the NAAs of the EU Member States and of SAFA Participating States to discharge their responsibilities under the SAFA/SACA Programme and will compromise the objective of having a standardised manner of performing ramp inspections in Europe.

Options 0 and 1 are not considered cost-effective either and thus have a **negative economic impact.** As no harmonised European AMG/GM would be available, it is expected that many Member States would need to develop guidance for inspectors, leading to additional burden for the Member States. Option 2 therefore is considered the most cost-effective option which transposes the existing SAFA material to the new regulatory framework without significant changes in technical content.

As far as regulatory co-ordination and harmonisation is concerned, also Option 2 is clearly the most advantageous option. Given the collective nature of the Ramp Inspection Programme, standardisation and harmonisation are essential, and therefore the Implementing Rules should be complemented by AMC and GM.

The complete Regulatory Impact Assessment can be found in Annex C.

No 216/2008 of the European Parliament and of the Council — Acceptable Means of Compliance and Guidance Material to Part-ARO.

V. How to comment on this NPA

11. Comments to this NPA may be submitted to the Agency within **3 months** as of the date of publication in accordance with Article 6 of the Rulemaking Procedure[10].

12. Comments should be submitted using the automated **Comment-Response Tool (CRT)** available at **http://hub.easa.europa.eu/crt/**.

13. The deadline for submission of comments is 22 October 2013.

VI. Next steps

14. Following the closing of the NPA consultation, the Agency will consider all comments and will publish a Comment-Response Document (CRD). The CRD will be available on the Agency's website and in the Comment-Response Tool (CRT).

15. Following the CRD publication, the Agency performs a final review and publishes the Opinion and/or Decision in due course.

[10] EASA MB Decision 01-2012 of 13 March 2012 amending and replacing MB Decision 08-2007 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ('Rulemaking Procedure').

B. DRAFT DECISION AMC AND GM TO PART-ARO

The text of the amendment is arranged to show deleted text, new text or new paragraph as shown below:

1. deleted text is shown with a strike through: ~~deleted~~
2. new text is highlighted with grey shading: new
3. an ellipsis […] indicates that the remaining text is unchanged in front of or following the reflected amendment.

AMC and GM to Part-ARO

SUBPART RAMP

RAMP INSPECTIONS OF AIRCRAFT OF OPERATORS UNDER THE REGULATORY OVERSIGHT OF ANOTHER STATE

AMC1 ARO.RAMP.100(b) General

SUSPECTED AIRCRAFT

[…]

(d) previous lists referred to in ARO.RAMP.105, indicating that the operator or the State of the operator has been suspected of non-compliance;

(e) evidence that the State in which an aircraft is registered is not exercising proper safety oversight; or

(f) concerns about the operator of the aircraft that have arisen from occurrence reporting information and non-compliance recorded in a ramp inspection report on any other aircraft used by that operator;

(g) information received from EASA Third-Country Operator (TCO) monitoring activities;

(h) information received from whistle-blowers (ground handling or maintenance personnel) regarding poor maintenance, obvious damage or defects, incorrect loading, etc.;

(i) any relevant information collected pursuant to ARO.RAMP.110.

AMC2 ARO.RAMP.100(c) General

ANNUAL PROGRAMME

A national coordinator should be appointed by each Member State and tasked with the day-to-day coordination of the programme at national level in order to facilitate the implementation of the programme carried out in the framework of Subpart RAMP within each Member State. The tasks of the national coordinator should include the following:

(a) entering ramp inspection reports into the centralised database within the timeframe defined in ARO.RAMP.145(a);

(b) prioritising ramp inspections in accordance with the criteria defined in ARO.RAMP.105;

(c) nominating national representatives for the ramp inspection working groups (on procedures, in-depth analysis, ad hoc analysis);

(d) acting as a focal point for the training schedules (initial and recurrent training) for all involved national ramp inspection staff, e.g. inspectors, senior inspectors, database users, moderators;

(e) ensuring that all staff involved in ramp inspections are properly trained and scheduled for recurrent training;

(f) representing the Member State at the meetings of the European Steering Expert Group on ramp inspections (ESSG) and, when necessary, at other ramp inspection related meetings;

(g) promoting and implementing the inspector exchange programme described in ARO.RAMP.115(e);

(h) promoting the EU Ramp Inspection Programme within the Member State by means of annual reports or other publications;

(i) providing support in handling requests for disclosure of data related to information recorded and reported pursuant to ARO.RAMP.145;

(j) ensuring distribution of new legislation and latest versions of procedures to ramp inspection staff;

(k) organising regular meetings with all ramp inspection staff to maintain a high quality standard regarding:

(1) any changes/updates to legislation, AMC and GM relating to ramp inspections of aircraft of operators under the regulatory oversight of another State;

(2) feedback on quality issues regarding reports, e.g. incorrect entries, mistakes, omissions, etc.;

(l) implementing a national ramp inspection quality control system by making use of the moderator function/workflow function which is available in the centralised database referred to in ARO.RAMP.150(b)(2);

(m) managing the access of national operators and NAA staff to the centralised database referred to in ARO.RAMP.150(b)(2);

(n) assisting the Agency at all stages of ramp inspection standardisation visits and accompanying the inspection team throughout the audit;

(o) proposing appropriate team members for ramp inspection standardisation visits in accordance with Article 6.2 of Commission Regulation (EC) No 736/2006[11].

AMC3 ARO.RAMP.100(c) General

ANNUAL PROGRAMME

(a) The annual programme for the performance of ramp inspections should make use of the centralised database, from where information about prioritised aircraft can be retrieved. The annual programme should include:

(1) A long-term planning of inspections of those aircraft suspected of not being compliant with applicable requirements, since their schedule is known to the competent authority. Information leading to a suspicion could originate from the elements described in AMC1 ARO.RAMP.100(b).

[11] Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections (OJ L 129, 17.5.2006, p. 10), as amended by Commission Implementing Regulation (EU) No 90/2012 of 2 February 2012 (OJ L 31, 3.2.2012, p. 1).

(2) A short term planning of inspections, if information leading to the suspicion and/or information on the arrival date and time is not known well in advance. Such information might be originating from, but should not be limited to, the circumstances listed in AMC1 ARO.RAMP.100(b).

(3) In addition, Member States may also perform inspections of aircraft not being prioritised or aircraft not being suspected during so called 'spot checks'. Spot checks are conducted in the absence of any suspicion of non-compliance, provided that the Member State has established procedures to carry out random inspections. Such procedures should contain at least the following principles:

(i) Repetitive inspections of those operators where previous inspections have not revealed safety deficiencies should be avoided, unless they form part of a series of partial inspections (due to time limitations) with the intention to cover the complete checklist.

(ii) A selection of the widest possible sampling rate of the operator population flying into the territory of the Member State; however, some operators operate flights only to one or a very limited number of Member States. The involved States should consider inspecting those operators regularly — even more if these operators or aircraft are included in the list for prioritised ramp inspections referred to in ARO.RAMP.105;

(iii) non-discrimination based on the nationality of the operator, the type of operation or type of aircraft.

(b) By using the information sources and the information specified in AMC1 ARO.RAMP.100(b) and AMC1 ARO.RAMP.110, competent authorities should build a knowledge file on operators, in order to enable inspectors to verify the rectification of previously found non-compliance and to select the items to be inspected if the time available does not permit full inspection.

GM1 ARO.RAMP.100(c) General
ANNUAL PROGRAMME

In addition to the ramp inspection national coordinator, the competent authority of each Member State can appoint a coordinator of national operators to act as the focal point for other Member States with regard to ramp inspections performed on operators under its oversight.

~~**GM1 ARO.RAMP.105(b)(2)(i) Prioritisation criteria**~~
~~LIST OF OPERATORS~~

~~The list of operators may include aircraft of operators or aircraft that have been withdrawn from the list of air carriers subject to an operating ban within the EU, as established by Regulation (EC) No 2111/2005 of the European Parliament and of the Council[12].~~

AMC1 ARO.RAMP.110 Collection of information
COLLECTION OF INFORMATION

The information should include:

(a) important safety information available, in particular, through:

[…]

(6) EASA TCO monitoring activities.

(b) information on action(s) taken subsequent to a ramp inspection, such as:

[…]

~~[12] OJ L 344, 27.12.2005, p. 15.~~

(2) aircraft or operator banned from the Member State pursuant to Article 6 of Regulation (EC) No 2111/2005 of the European Parliament and of the Council[13] ~~or banned from the EU~~;

[…]

AMC4 ARO.RAMP.115(b)(2) Qualification of ramp inspectors
CHECKLIST ON-THE-JOB TRAINING OF INSPECTORS

[…]				
Documentation				
4	**Manuals**	• Presence of the applicable parts of the operations manual • Up to date • Competent authority approval where applicable content (complies with the requirements) • EASA TCO authorisation (if applicable) • Presence of aircraft flight manual/performance data • Rukowodstwo	□	□
		Note:		
[…]				
10	**AOC or equivalent**	• Accuracy • Content (operator identification, validity, date of issue, A/C type, OPS SPECS) • EASA TCO authorisation (if applicable)	□	□
		Note:		

~~**AMC1 ARO.RAMP.115(c) Qualification of ramp inspectors**~~
~~CRITERIA FOR TRAINING ORGANISATIONS~~

~~(a) The training organisation should appoint a manager who is responsible for ensuring that training courses are managed and carried out in accordance with the following criteria:~~

~~(1) The training organisation should contract sufficient personnel to develop and deliver ramp inspection training courses in accordance with the technical criteria required by the Agency.~~

~~(2) The size and structure of training facilities should ensure protection from the prevailing weather elements and proper operation of all planned training and examination on any particular day.~~

[13] OJ L 344, 27.12.2005, p. 15.

~~(3) Fully enclosed appropriate accommodation, separate from other facilities, should be provided for the instruction. In case the training will be given in other facilities than its own training facility, such facility should meet the same criteria.~~

~~(4) Classrooms should have appropriate presentation equipment, of a standard that ensures students can easily read presentation text/drawings/diagrams and figures from any position in the classroom.~~

~~(5) The training organisation should establish appropriate procedures to ensure proper training standards and compliance with the applicable criteria, including a quality system to ensure adequate control of the training preparation and delivery process.~~

~~(6) The training should be conducted in the English language with the aim to train the trainee in the jargon to be used during the ramp inspection.~~

~~(7) The training organisation should demonstrate that compliance with the applicable criteria is maintained in time, and that the content of the training course is always kept in line with the applicable syllabi.~~

~~(8) The training organisation should put in place a system to evaluate the effectiveness of training provided, based upon feedback collected from course participants after each training delivery. An annual review summarising the results of the feedback system together with the training organisation's corrective actions (if any) shall be sent to the Agency.~~

~~(i) Training organisations providing ramp inspection training courses should use only training instructors meeting the experience and qualifications criteria listed hereunder:~~

~~(ii) knowledge of the EU Ramp Inspection Programme;~~

~~(iii) knowledge of training delivery methods and techniques;~~

~~(iv) for instructors delivering training on inspection items and/or delivering practical training:~~

~~(A) meets the eligibility requirements for inspectors;~~

~~(B) knowledge of the ramp inspection methodology through participation, as an inspector or as an observer under the guidance of a senior ramp inspector, in at least 30 inspections in the previous 5 years before being nominated as an instructor.~~

~~(v) for instructors delivering training on the regulatory framework and general ramp inspection process, at least 2 years of direct experience in the EU ramp inspection programme (previous SAFA Programme), e.g. either as an inspector or as a national coordinator or as an aviation safety regulations/legislation expert.~~

~~(9) Fulfilment of the criteria above should be attested by the training organisation based, as a minimum, on individual self-declaration.~~

~~(10) Training organisations should only employ training instructors that have maintained their proficiency by performing or observing a minimum of six ramp inspections per year.~~

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~~(11) All instructors should attend a recurrent training workshop organised by the Agency, aiming at updating their knowledge with new developments of the EU Ramp Inspection Programme as well as standardisation and harmonisation issues. The Agency's workshop should be attended whenever it would be deemed necessary due to significant changes in the Ramp Inspection Programme's structure and procedures, with a minimum of at least once every 3 years.~~

~~**AMC1 ARO.RAMP.120 Approval of training organisations**~~

~~TRAINING ORGANISATIONS PROVIDING TRAINING TO RAMP INSPECTORS~~

~~(a) The competent authority employing a third party organisation for the purpose of ramp inspections related training should put in place a system to evaluate such an organisation. The system should be simple, transparent and proportionate. Such a system should take into account evaluations conducted by other Member State authorities.~~

~~(b) When an evaluation is performed by the Agency on behalf of competent authority, the result of the evaluation should be used by any Member State as a basis for its own evaluation.~~

~~(c) For each qualified training organisation, a competent authority should communicate to the Agency the following details:~~

~~(1) full legal name;~~

~~(2) address; and~~

~~(3) scope of training (i.e. theoretical training, practical training and a combination of these trainings).~~

AMC1 ARO.RAMP.120(a) Approval of training organisations

APPROVAL OF TRAINING ORGANISATIONS BY THE COMPETENT AUTHORITY

(a) When evaluating the training organisation's capability to deliver training the competent authority should review the following:

(1) a detailed description of:

(i) the organisational structure

(ii) the facilities and office accommodation,

(iii) instructional equipment,

(iv) instructors recruitment and maintenance of their continuing competence,

(v) record keeping system,

(vi) training course material development and its continuous update, and

(vii) additional means and methods used to fulfil its tasks.

(2) the training procedures used;

(3) information on the knowledge, experience, knowledge of training techniques, English language communication skills, and present and/or past qualification related to its training instructors;

(4) the training course material developed for the type of training to be delivered (including course slides, reference documents, etc.).

The documents and information specified in (1) may be included into an organisation manual.

(b) For the purpose of evaluating an organisation's capability, the competent authority should use checklists containing at least the elements listed in GM2 ARO.RAMP.115(c). These checklists should be part of the final evaluation report drawn up by the competent authority and be kept for a minimum of 5 years, in accordance with ARO.GEN.220(c).

(c) The competent authority should issue the approval for an unlimited duration.

AMC2 ARO.RAMP.120(a) Approval of training organisations

ORGANISATIONAL STRUCTURE

(a) The competent authority should verify that the training organisation has appointed a head of training with corporate authority to ensure that the training organisation:

(1) has a sufficient number and properly qualified instructors to develop, update and deliver the training courses referred to in ARO.RAMP.115(b)(2)(i);

(2) makes use of adequate training facilities and properly equipped office accommodation;

(3) has established training procedures in accordance with AMC4 ARO.RAMP.120(a);

(4) delivers training developed in accordance with the syllabi developed by the Agency;

(5) periodically evaluates the effectiveness of the training provided; and

(6) makes available to the competent authority an annual review summarising the results of the feedback system together with the training organisation's corrective actions (if any).

AMC3 ARO.RAMP.120(a) Approval of training organisations

FACILITIES, OFFICE ACCOMODATION AND INSTRUCTIONAL EQUIPMENT

(a) The competent authority should verify that:

(1) the size and structure of the training facilities and office accommodation ensures protection from the prevailing weather elements and proper development, record keeping and delivery of all planned training on any particular day;

(2) the accommodation is separated from other facilities and appropriate to provide training;

(3) a suitable aircraft is available for practical training for an adequate period;

(4) classrooms have appropriate presentation equipment ensuring that students can easily read presentation text/drawings/diagrams and figures from any position in the classroom. Where necessary, audio amplification should be available to assist instructors in verbal communication. Internet access should also be available to enable instructors to use the online applications used in the EU Ramp Inspection programme.

(b) If the training organisation does not possess its own training facilities, office accommodation and instructional equipment, the competent authority should verify the system put in place by the training organisation to ensure full access to and use of training facilities, office accommodation and instructional equipment in accordance with this paragraph.

AMC4 ARO.RAMP.120(a) Approval of training organisations

TRAINING PROCEDURES

(a) The competent authority should verify that the training organisation:

(1) has established procedures, including a quality system ensuring adequate control of the training development, preparation, delivery process and records keeping;

(2) conducts the training in English with the aim to train trainees in the jargon used during ramp inspections;

(3) maintains continuous compliance with the criteria;

(4) has put in place a system to evaluate the effectiveness of training, based upon written feedbacks collected from course participants after each training delivery.

AMC5 ARO.RAMP.120(a) Approval of training organisations

TRAINING INSTRUCTORS

(a) The competent authority should verify that the training organisation has a sufficient number of instructors with at least adequate:

(1) knowledge of the EU Ramp Inspection programme;

(2) knowledge of training delivery methods and techniques;

(3) English language communication skills.

(b) Instructors delivering training on inspection items and/or delivering practical training should:

(1) have conducted at least 36 SAFA inspections in the previous 3 years as qualified ramp inspectors before being nominated as instructors;

(2) deliver training only on those inspection items which they are entitled to inspect.

(c) Instructors delivering training on the regulatory framework for ramp inspections should:

(1) have at least 3 years of experience as national coordinators such as referred to in GM1 ARO.RAMP.100(c), or as qualified senior ramp inspectors, or as an European aviation safety legislation expert;

(2) attend a recurrent training workshop at least once every 3 years or at request of the Agency to update their knowledge of the EU Ramp Inspection Programme and to promote standardisation.

AMC6 ARO.RAMP.120(a) Approval of training organisations

TRAINING COURSE

To assess training courses and training course materials, the competent authority should:

(a) request from the training organisation a compliance checklist cross-referencing the training course content and the relevant syllabus developed by the Agency;

(b) verify that the content of the training courses to be delivered complies with the syllabi developed by the Agency, also by attending at least one initial theoretical and practical training course;

(c) verify that the training course material is accurate and up to date;

(d) verify that the training organisation provides to all course participants a copy of the complete training course material and the relevant EU aviation legislation, as well as relevant examples of technical information.

AMC7 ARO.RAMP.120(a) Approval of training organisations

OVERSIGHT

When the competent authority verifies continuous compliance of a training organisation, it should, apply the relevant provisions of ARO.GEN.115, ARO.GEN.300, ARO.GEN.305, ARO.GEN.330 and ARO.GEN.350.

AMC1 ARO.RAMP.120(c) Approval of training organisations

VERIFICATION OF THE TRAINING ORGANISATION'S COMPLIANCE AND CONTINUOUS COMPLIANCE BY THE AGENCY

(a) When the competent authority requests the Agency to verify a training organisation's compliance or continuous compliance with the applicable requirements, the following should be taken into account:

(1) the request should be submitted to the Agency at least 90 days prior to the intended date of issuing the approval or to the intended date of ending the continuous compliance verification; and

(2) the training organisation should be notified that the verification of compliance will be performed by the Agency, and therefore full cooperation and unimpeded access to the organisation staff, documentation, records and facilities should be ensured.

(b) Verification may include an on-site audit and/or unannounced inspection of the training organisation.

(c) The Agency should provide the requesting competent authority with a report containing the results of the compliance verification as soon as the process is finalised, but no later than 10 days prior to the anticipated date of approval.

(d) When the Agency identifies a non-compliance with the applicable requirements, it should:

(i) immediately inform the competent authority concerned of non-compliance and indicate the level of finding(s), providing all the supporting evidence available;

(ii) provide the training organisation concerned with all the necessary information on the identified non-compliance indicating that the certifying competent authority has been informed in order to take action.

(e) When the results of the Agency's report indicate that the training organisation meets the applicable requirements, the competent authority should approve that organisation.

(f) When verifying continuous compliance with the applicable requirements, the Agency should apply the relevant provisions of ARO.GEN.115, ARO.GEN.300, ARO.GEN.305, ARO.GEN.330 and ARO.GEN.350, and in addition it may:

(1) request the training organisation to provide updated versions of information, evidences and documents related to the elements specified in AMC to ARO.RAMP.120(a), paragraph 1, items (a) to (d);

(2) sample the training course material delivered during any training session to candidates or qualified ramp inspectors;

(3) use the results of the standardisation inspections.

AMC1 ARO.RAMP.125 Conduct of Ramp Inspections & ARO.RAMP.130 Categorisation of findings

INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF FINDINGS

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).

GM1 ARO.RAMP.125(a) Conduct of ramp inspections

STANDARDISED PERFORMANCE OF RAMP INSPECTIONS

(a) When preparing a ramp inspection, the following should be taken into account:

(1) Selection of the aircraft/operator to be inspected and gathering of general information about the aircraft and operator;

(2) Obtaining the last update of the operating schedule for the selected operator from the operator, airport authorities, or ground-handling agents. In general, operators submit operating schedules twice per year. However, there might be 'last-minute changes' to these schedules. Therefore, inspecting team members should ensure that they have the latest schedule update. The internet can be a valuable source of information, and most airports have a website displaying information on arrival and departure times of scheduled flights. Schedule information on special flights, such as cargo and unscheduled or private flights, may need to be specifically requested from airports.

(3) Distribution of the tasks between ramp inspectors involved, especially in the case of limited inspection time and/or size and complexity of the aircraft.

(4) Selection of checklist items should take into account the general instructions under point (10) below.

(5) Co-operation with security, ground, and all other officials involved in airport activities, to enable the inspecting team to reach the aircraft to be inspected. When officials from different organisations (i.e. customs, security, DG inspectorate) have to work in co-operation during the inspection, a procedure on co-operation might need to be developed at a national level. Since most Member States have different airport procedures for inspectors, there is no standardised method.

(6) Obtaining relevant flight information on targeted operators from EUROCONTROL by using the application form to request access to EUROCONTROL's Central Flow Management Unit (CFMU) system.

(7) Performance of ramp inspections preferably by at least two inspectors. The authority should provide inspectors with the necessary tools (e.g. flashlights, digital camera, mobiles) and protective clothing suitable for environmental circumstances (e.g. fluorescent vests, ear protection, anti-static clothing).

(8) Depending on the items to be inspected, a ramp inspection may be performed on landing or on departure of the aircraft. The remaining fuel and cargo area (overloading, restraining, segregation, etc.) are examples of items that could be checked on landing. Flight preparation and storage of baggage in the cabin could be checked on departure. An inspection after landing should not jeopardise the total resting time of the flight crew.

(9) Any unnecessary contact with passengers should be avoided; however, when inspecting certain elements in the cabin this may be justified, for example such as:

(i) proper stowage of cabin baggage under the seat;

(ii) excessive overweight in overhead luggage bins;

(iii) baggage in front of emergency exit;

(iv) infants/children over the minimum age determined by the State of operator should have their own seat;

(v) passenger repartition in the cabin, compared to the loadsheet data;

(vi) sufficient number of seats;

(vii) observing the boarding process during normal operations and/or during refuelling in process.

(10) When circumstances (time, manpower, etc.) prevent inspection of all checklist items, inspectors should try to inspect those elements which, according to the inspectors' preparation and experience, are likely to be more safety critical depending on the particularities of the inspected flight. For this purpose, the following should be taken into account:

(i) Certain elements are less safety critical, and should therefore be given lower priority (e.g. a noise certificate has far less impact on safety than incorrectly completed mass & balance documentation, or incorrect calculation).

(ii) Differences in aircraft configuration: whereas for a cargo configuration the securing of the cargo and the segregation of dangerous goods is important; for a passenger configuration, checking the refuelling procedures with passengers on board could have higher priority.

(iii) Previous ramp inspection results: if serious and/or recurrent findings were raised during previous inspections on e.g. the Minimum Equipment List (MEL), this might be more important than the flight preparation on which previously no non-compliances were found.

(iv) Type and age of the aircraft: some aircraft types are known to have issues with e.g. leakages or missing screws; the age of the aircraft should also be taken into consideration.

(11) Whenever possible, the inspector should contact the operator's representative at the airport so that he or she can be present during the ramp inspection. Experience shows that the operator's representative may be helpful in providing support, especially in facilitating communication with the crew or the operator's home base.

(12) After the inspection, it might be necessary to inform operators and authorities about the EU Ramp Inspection programme and explain to them what is expected from them when an inspection has been performed. Information leaflets may be handed out to the flight crew, attached to the written communication sent to the operator or handed out to the passengers if they raise questions about the inspection performed. Inspecting authorities are invited to adhere as much as possible to templates which EASA will provide in the interest of standardisation and harmonisation. Contact details of the inspecting authority should be added to the leaflet.

GM2 ARO.RAMP.125(a) Conduct of ramp inspections

DEFICIENCIES UNDER THE CONTROL OF THE OPERATOR

Deficiencies under the control of operators in accordance with applicable requirements are not to be considered as non-compliance. – e.g. if an aircraft diverted because of a technical defect is inspected upon arrival. Such defect should not be considered as a non-compliance and no finding should be raised, as long as the defect is properly reported (e.g. through the Technical Log Book) and subsequently assessed.

GM1 ARO.RAMP.125(b) Conduct of ramp inspections

UNREASONABLE DELAY

(a) [No change in the text: 'The inspector(s) intending ... without exception.']

(b) In order to minimise hindrance to flight and cabin crew, the inspector should:

(1) try to be as precise and complete as possible when asking for aircraft documents from flight crew. This should result in a minimum of discussion time, thus allowing the flight crew to deal with their primary task of flight preparation;

(2) ask the senior cabin crew member to assign a crew member to assist them with their inspection tasks;

(3) debrief the aircraft pilot-in-command after the inspection task is completed;

(4) inform cargo loading staff of possible hindrance due to inspection task in cargo compartment;

(5) give priority to staff directly involved in the flight preparation, when carrying out inspections on the flight deck (e.g. fuel master, load-planning agent, handling agent, etc.).

(c) A delay of the aircraft might be justified for safety reasons, such as when an inspector detects a category 3 finding, or whenever there are technical non-compliances not properly assessed or identified by the operator, and therefore further investigation is necessary, for example:

(1) tyres appear to be worn beyond the limits (central groove no longer visible); however, reference is to be made to the applicable Aircraft Maintenance Manual (AMM) to determine the actual limit;

(2) oil leakage (e.g. 5 drops per minute) is to be checked against the applicable AMM to determine the actual limit;

(3) a flight crew member cannot produce a valid licence. Clarification is to be sought from the operator to confirm that the flight crew member has a valid licence by requesting, for instance, a copy of the licence to be sent to the inspectors for verification.

AMC1 ARO.RAMP.125(c) Conduct of ramp inspections

PROOF OF RAMP INSPECTION

(a) On completion of the ramp inspection, information about its results should be provided to the pilot-in-command or, in his/her absence, to another member of the flight crew or a representative of the operator, regardless of whether or not findings have been identified. When completing the Proof of Inspection (POI), the following should be taken into account:

(1) Only the remarks mentioned in the POI should be reported as findings in the final ramp inspection report. Any other relevant information which was not included in the POI should only be reported in the final report as a general remark or in the additional information box.

(2) When handing over the POI to the pilot-in-command/operator representative, the inspector should ask him/her to sign the POI whilst explaining that the signature does in no way imply acceptance of the listed findings. The signature only confirms that the POI has been received by the pilot-in-command/operator representative, and that the aircraft has been inspected on the date and at the place indicated.

GM1 ARO.RAMP.130 Categorisation of findings

APPLICABLE REQUIREMENTS

(a) For aircraft used by third country operators, applicable requirements are the ICAO international standards.

(b) The relevant EU requirements apply to aircraft used by operators under the regulatory oversight of another Member State.

(c) Manufacturers' standards should be used for checking the technical condition of the aircraft.

(d) Published national standards (e.g. Aeronautical Information Publications, AIP) that are declared applicable to all operators flying to that State may also be checked. Deviations from national standards should be reported as findings only if they have an impact on safety. For such findings, the report should indicate 'N' in the column 'Std.' and the appropriate reference should be included in the column 'Ref.'. Any other deviation from national standards which does not have an impact on safety (e.g. insurance certificate in USD instead of SDR) should be recorded as category G (General Remark).

GM2 ARO.RAMP.130 Categorisation of findings

ASSESSMENT OF NON-COMPLIANCES

(a) When a non-compliance with the applicable requirements has been identified, the inspector should be certain that the finding is applicable to the specific circumstances of the inbound and/or outbound flight. (e.g. for third countries operators, no electric torch on board is, a finding, but only during night-flight operations; or not sufficient number of life-vests, but only if the flight is overwater on a distance greater than 50 NM from the coastline). Nevertheless, such information should be reported as a general remark.

(b) When a contracting state finds it impracticable to comply with an international standard, it is entitled to notify a difference to ICAO in accordance with Article 38 of the Chicago Convention. However, this right has its boundaries within the sovereign territory of other contracting States. It is not 'exportable' into other Contracting States. More precisely, there is no legal obligation for other Contracting States to accept within their territory an activity, organisation or object which has been certified or approved by a Contracting State according to such lower standards. So for third country operators, a notification to ICAO of a difference in accordance with Article 38 of the Chicago Convention has no effect within the territory of another contracting state. Therefore, in another State's territory the operator is obliged to:

(1) either comply with the ICAO standard (Art. 37 in conjunction with Art. 33 of the Chicago Convention); or

(2) comply with the mitigating measures accepted by the Agency in accordance with Regulation (EU) No …/….[14].

Notified differences may, however, be taken into account in the follow-up process of the ramp inspection report (as detailed in the follow-up procedures).

(c) Compliance with the applicable requirements of aircraft and their crew is not only a responsibility of the operator. The State of operator, the State of licensing, and the State of registry are also responsible. The inspected operator might not be the responsible entity for certain non-compliances (e.g. related to the issuance of certificates of registration, of the AOC and/or personnel licences). Such non-compliances pertaining to the authority should be raised by the inspector as part of the ramp inspection process in accordance with ARO.RAMP and recorded as non-compliance in the ramp inspection report.

(d) Non-compliances detected should, as much as possible, be documented and recorded as follows:

(1) pictures of the deficiency itself;

(2) pictures of the manufacturer references used to assess the technical defects;

(3) pictures or copy of the technical logbook entries performed.

Such documents or records could be very useful in the follow-up phases of the ramp inspection either to explain in detail and illustrate detected findings or to be able to exchange appropriate documented evidence when findings are challenged.

GM3 ARO.RAMP.130 Categorisation of findings

NON-COMPLIANCES WITH MANUFACTURER STANDARDS

(a) A finding against manufacturer standards should always be demonstrated in relation to aircraft technical documentation — Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), Configuration Deviation List (CDL), Wiring Diagram Manual (WDM), Standard Wiring Practices Manual (SWPM), etc. — and MEL references. If significant defects are suspected, the operator should be asked to demonstrate compliance with the standards. Deviations from these standards can only be acceptable if the State of oversight has issued a formal waiver or concession detailing conditions and/or limitations to allow the aircraft to continue to operate for a specific period of time before final repair, or if the aircraft will perform a non-commercial flight (with less prescriptive standards and requirements) provided that the validity of the CofA is not affected.

(b) With regard to non-compliances on missing fasteners, findings can only be raised if the maintenance documentation contains clear limits and/or dispatch conditions. In the absence of such clear manufacturer standards, inspectors should only raise findings if their expert judgement (possibly supported by licensed maintenance personnel) is such that similar circumstances on comparable aircraft would be considered to be out of limits.

(c) In exceptional cases, a single fault may give rise to more than one finding under different inspection items, for example: a tyre worn beyond limits whilst the pilot-in-command refuses to enter the defect in the Technical Log (or equivalent) — would trigger raising findings under both C04 and A23.

[14] Regulation on third country operators (TCO) (under adoption process with the Commission (see Opinion 05/2012)).

GM4 ARO.RAMP.130 Categorisation of findings

INSPECTION INSTRUCTIONS

(a) The inspection instructions include the description, categorisation and reference to the applicable requirement.

(b) Findings on arrival flights being identical to the findings raised for departure flights should lead to the same categorisation, although the corrective action might not be possible when the flight has been completed. For example, an incorrect mass and balance sheet (outside operational limits) found on arrival should be categorised as a category 3. Obviously this cannot be corrected; however, the appropriate class 3 action could be to confirm that the mass and balance calculations are within operational limits for the outbound flight.

(c) In exceptional cases, where multiple findings are inter-related and the impact on safety is higher, the category of such findings may be increased to reflect the impact on safety. The increase in category should be explained in the detailed description of the finding.

GM5 ARO.RAMP.130 Categorisation of findings

DETECTION, REPORTING AND ASSESSMENT OF SIGNIFICANT TECHNICAL DEFECTS

(a) A technical defect is considered to be any material fault pertaining to the aircraft, its systems or components. Minor defects are typically without influence on safety. Although minor defects are not considered to be non-compliances, they should be brought to the attention of the operator using general remarks as described in GM9 ARO.RAMP.130. Those defects which are potentially out of limits are considered to be significant defects. Further assessment is needed to determine if the significant defect is within or outside the applicable limits. Such defects should be known to the operator since they should have been detected during regular maintenance, aircraft acceptance procedure or pre-flight inspections.

(b) Technical defects which were not detected by the operator, because the Approved Maintenance Programme (AMP) did not require the operator to detect such defects during turn-around inspections, do not necessarily qualify as a finding under A23/A24. Examples of such defects are:

(1) missing fasteners,

(2) bonding wires,

(3) the cabin emergency lighting, which are not supposed to be part of the pre-flight inspection.

However, if such defects lead to an out of limits situation, a category 3 finding should be raised, since it seems that the AMP failed to ensure that the aircraft is in a dispatchable condition.

(c) Since significant defects might have appeared during the inbound flight, the inspector must give the operator the opportunity to identify and assess such a defect during the preflight inspection before a finding is raised. However, if time allows the inspector should not delay the inspection of the aircraft condition until the operator has completed the pre-flight inspection.

(d) A ‘defect within limits but not recorded’ should not be considered as a technical non-compliance. If the significant defect appeared to be within limits, the safety focus changes from the defect itself to the non-compliance of the defect not being detected/assessed by the operator.

GM6 ARO.RAMP.130 Categorisation of findings

DETECTION, REPORTING AND ASSESSMENT OF SIGNIFICANT TECHNICAL DEFECTS

(a) Before findings can be categorised, an assessment of the encountered situation should be made. Only when the extent of the non-compliance is clear can the inspector allocate a proper category to the finding. This implies that inspectors should not raise category 3 findings with the only intent to perform a further investigation/assessment. Appendix to GM8 ARO.RAMP.130 provides a flowchart that can be used as guidance for the steps to be taken.

(b) The following procedure should be used when inspecting Aircraft Condition (C-items) or, if appropriate, items A, B and D.

(1) If time allows, the inspector should inspect the aircraft condition after the operator has completed the pre-flight inspection.

(2) When the inspector performs the aircraft condition inspection in advance of the operator's pre-flight inspection, reporting defects identified should not be done before the operator has completed the pre-flight inspection.

(3) The inspector should subsequently check if the operator detected the significant defects found by the inspector, such as for example:

(i) multiple screws missing in the corner area or in the leading edge of panels;

(ii) running/dropping leaks;

(iii) dents in pressurised areas of the fuselage.

(4) A single screw missing in the middle of a fairing, traces of old leaks and non-structural damages to e.g. fairings can, in many cases, be considered as 'minor defects'.

(5) If the operator detected the significant defect, but did not report and/or assess it in accordance with the applicable procedures, the operator should assess the defect. If the defect appears to be within limits, a finding should be raised under A23 (Defect notification and rectification) mentioning 'Known defect not reported/assessed'. However, when collecting evidence for this finding, the inspector should take into account the reporting system used by the operator. For instance, if the operator uses a Technical Logbook and/or a damage chart, a finding could be raised if the defect was not entered. Additionally, a general remark should be created for such defect. If the defect is outside limits, a category 3 finding should be raised under the respective inspection item. In this case no supplementary finding, related to this defect, should be raised under A23.

(6) If the operator did not detect the significant defect, the inspector should inform the crew of the non-identified defects. Subsequently, the operator should assess the defect in order to determine if the defect is within or outside dispatch limits. If the defect is within limits, a category 2 finding mentioning 'Pre-flight inspection performed but without noticing significant defects' should be raised under A24 (pre-flight inspection) addressing the deficiency that the defect was not detected. Additionally, a general remark should be made for the defect. If the defect is outside limits, a category 3 finding should be raised under the respective inspection item. In this case, no supplementary finding, related to this defect, should be raised under A24.

(7) Multiple findings related to the same system or item should be grouped and reported as one finding. Examples of such findings are:

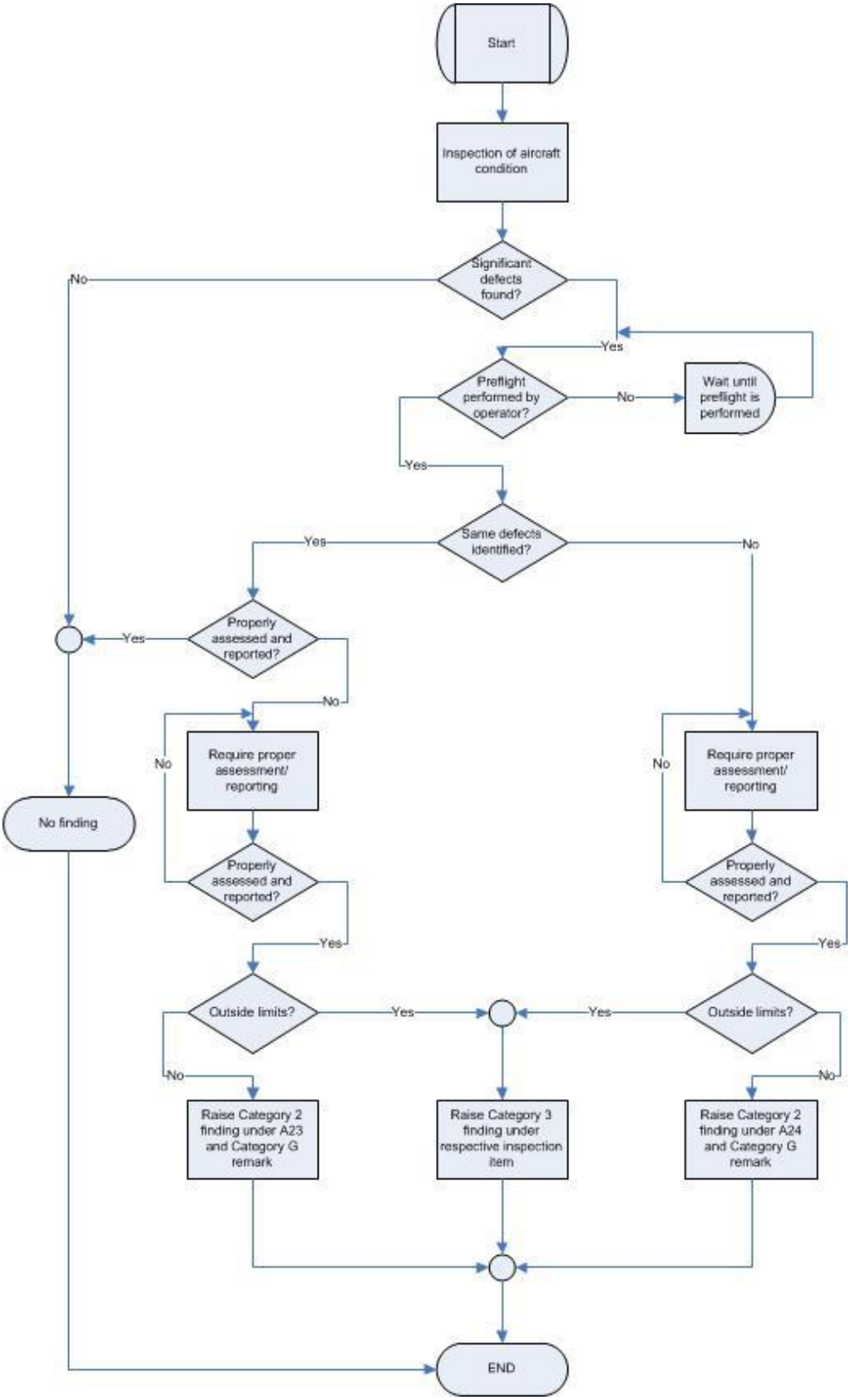
(i) Multiple category 2 findings raised under A23 or A24, if such findings concern the same system as per ATA system taxonomy (e.g. hydraulic leakage, fuel leakage, dents) and the non-compliance was not identified, reported or assessed); examples requiring regrouping are dents on the LH wing and the #2 engine intake which were not identified, as well as hydraulic leakages which were identified but not assessed; nonetheless, situations such as a fuel leakage on the left wing which was not

identified and a fuel leakage on engine #2 which was reported but not assessed should be noted as two separate findings.

(ii) Those on missing fasteners within the same structure (either primary or secondary).

(8) If an operator performs the pre-flight inspection procedures (aircraft acceptance) only briefly before the departure of the aircraft, the inspector should wait until completion of the inspection before reporting identified defects to the operator. Although an assessment, which may cause a delay, might subsequently be needed once the inspector has informed the operator of those non-detected technical defects, the procedure established by the operator would have resulted in the same delays if the flight crew would have identified the defect requiring the associated assessment. Therefore, a pre-flight inspection performed by the operator close to departure entails risk of a delay.

Appendix to GM8 ARO.RAMP.130



GM7 ARO.RAMP.130 Categorisation of findings

ASSESSMENT OF FINDINGS ON CERTIFICATES AND LICENSES PRIOR TO CATEGORISATION

(a) The principle described in GM8 ARO.RAMP.130 should be applied for the assessment of findings on certificates and licenses prior to their categorisation. When a licence or a certificate is not carried on board (including AOC and OPS Specs), it may become clear that the impact on safety is lesser than initially foreseen after receiving a copy of a missing licence or certificate. In such an event, a category 1 finding should be raised (use the relevant pre-described findings PDFs) regarding certificates and licenses not carried on board at the time of the inspection). If such evidence is not provided before departure, a higher category of finding should be raised (for a missing certificate of registration or radio station license, use the appropriate category 2 PDF; for all other cases, use the relevant category 3 PDF). Under no circumstances should a flight crew member be permitted to perform flying duties without receiving confirmation that he/she has been issued an appropriate and valid licence.

GM8 ARO.RAMP.130 Categorisation of findings

USE OF GENERAL REMARKS

(a) Although not being a non-compliance, any relevant safety issues identified during ramp inspections should be reported as a General Remark (Category G) under each inspection item. Examples are:

(1) an electrical torch missing or unserviceable during a flight conducted entirely in daylight;

(2) any non-compliance not recorded in the Proof of Inspection (POI), as well as any other relevant information;

(3) minor defects.

AMC1 ARO.RAMP.135(a) Follow-up actions on findings

FOLLOW-UP ACTIONS FOR CATEGORY 2 OR 3 FINDINGS

(a) Exceptionally, where multiple category 2 findings have been raised and the accumulation of these findings or their interaction justifies corrective action before the flight takes place, the class of action may be increased to the actions foreseen by ARO.RAMP.135(b).

(b) When communicating findings to the operator, the inspecting authority should:

(1) Request evidence of corrective actions taken, or alternatively the submission of a corrective action plan followed by evidence that planned corrective actions have been taken.

(2) Communicate findings to the operator's focal points or, failing this, their quality departments.

(3) Monitor if the operator has provided a response to the findings, as required, and if such response gives sufficient reason, or if further information is needed to close findings. Evidence of corrective actions taken might be the actual implementation of a corrective action plan. It is then for the inspecting authority to decide, based on the related risk and impact, whether or not a finding may be closed based on proposed corrective actions and taking into account the severity and previous recurrence of detected findings. Depending on the severity and recurrence of the findings raised, the inspecting authority may consider the actual closure of the findings in other report(s) containing the same findings only after having received satisfactory documented evidence of appropriate implementation of actions meant to prevent the reoccurrence of the non-compliance.

(4) Inform the relevant State(s) of oversight no later than 30 working days after the inspection in order to permit appropriate action to be taken, as well as to confirm to the

operator the findings raised. The primary source of information to enable operators to take swift action to address safety deficiencies is the POI (Proof of Ramp Inspection).

(5) Only send a communication to the operator, if the operator's response has not satisfied the inspecting authority, based on the information contained in the POI.

(6) Give the operator a period of 30 days to reply. If the operator does not react to the initial communication within this period, a second request should be sent, including a specific period of days to reply (e.g. 15 working days) whilst copying the State of Oversight. If the second attempt is unsuccessful as well, the State of oversight should be requested to encourage the operator to reply. The inspecting authority should indicate in such request that no reaction from the operator could be interpreted as a 'lack of ability and/or willingness of an operator to address safety deficiencies' under the Annex to Regulation (EC) No 2111/2005.

(c) In general no reply is expected when informing the State(s) of oversight. However, findings which indicate possible shortcomings at State level should be emphasised, e.g. when the medical certificate does not indicate the medical class.

(d) The following are examples requiring a confirmation of the inspecting authority regarding its acceptance of the corrective actions taken by the operator:

(1) identification of a high number of non-compliances;

(2) repetition of same findings;

(3) lack of an adequate response from the operator;

(4) evidence of consistent non-compliance with a particular standard also detected during ramp inspections of other operators from that State;

(5) action by the competent authority may be required given the severity of the findings.

The inspecting authority should monitor if the State(s) of oversight has replied to any requests for confirmation made and if the response is satisfactory. Should the response be unsatisfactory, the communication should be re-launched following the procedure described in (b)(6) above.

(e) Any follow-up communication from operators and States of oversight should be acknowledged, and they should be informed about the closure of findings. Requests for clarification should be responded by the inspecting authority. Acknowledgement or clarifications from the inspecting authority should be given within 30 working days after receipt of communications or requests.

(f) When communicating a finding to the operator and in any further correspondence from the inspecting authority, State of oversight should, as much as possible, be copied in the communication, as it might contain relevant information for its oversight activities. This is particularly the case for information on the closure of ramp inspections findings sent by the inspecting authority (sent either by e-mail or official letter).

(g) Findings should remain 'open' as long as no satisfactory response of the operator and/or the State(s) of oversight was received. However, findings could be closed if an additional inspection confirms that appropriate corrective action was taken. When there is no satisfactory response, a comment should be added in the Centralised Database to each open finding showing no response has been received despite several reminders (possibly including date and means). Evidence of communications sent could be uploaded as report attachments.

(h) If the inspecting authority received evidence from a relevant oversight authority showing that the operator does not exist anymore, all related findings should be closed and the reason for closure explained in the justification.

(i) A finding raised during a ramp inspection to which the inspecting authority has not received detailed corrective and/or preventive actions from the operator concerned or from its State(s) of oversight, should be considered as closed in the follow-up part of the ramp inspection

process, if the acceptance of mitigating measures in accordance with Regulation (EU) No …/….[15] ensures an equivalent level of safety to that achieved by the standards to which differences have been notified to ICAO by non-EU Member States.

AMC1 ARO.RAMP.135(b) Follow-up actions on findings

CLASSES OF CATEGORY 3 FINDINGS

(a) In the case of a category 3 finding, the action(s) taken before the departure of the aircraft should be verified.

(b) Whenever restrictions on the aircraft flight operation (Class 3a action) have been imposed, it is appropriate to conduct appropriate verification of adherence to such restrictions. Examples of Class 3a actions, and related verification, are:

(1) restrictions on flight altitudes if oxygen system deficiencies have been found — this might be verified by checking the ATC flight plans and/or the actual altitude flown as reported by the EUROCONTROL CFMU system;

(2) a non-commercial flight to the home base — if allowed by applicable requirements and the MEL (provided that the validity of the CofA is not affected);

(3) seats that may not be used by passengers — it might be verified just before departure to confirm that seats are not occupied;

(4) a cargo area that may not be used.

(c) Whenever the operator is required to take corrective actions before departure (Class 3b), inspectors should verify that the operator has taken such actions. Examples of immediate corrective actions to be taken before departure are:

(1) (temporary) repairs to defects according to the AMM;

(2) recalculation of mass and balance, performance calculations and/or fuel figures;

(3) a copy of a missing licence/document to be sent by fax or other electronic means;

(4) proper restraining of cargo.

If inspectors have imposed corrective actions, they should be mentioned in the 'Class of actions' field on the ramp inspection report. If the operator took voluntarily corrective actions to address a category 1 or a category 2 finding before the flight, it should be reported in the 'Additional information' field only.

(d) An aircraft (Class 3c) should be grounded only if the crew refuses to take the necessary corrective actions or to respect imposed restrictions on the aircraft flight operation. In addition, grounding might be appropriate whenever an operator refuses to permit the performance of a SAFA inspection without a valid reason, provided that the inspecting authority has set forth provisions in its national regulation covering this case. The inspecting authority should then ensure that aircraft will not depart as long as the reasons for the grounding remain. Any records of communication undertaken pursuant to ARO.RAMP.140(b), as well as other evidence, should be collected and kept as evidential material.

(e) Evidence related to findings on licences and certificates should be provided by the authority that issued the licence or certificate. However, if that authority is not able to provide such evidence in time, the inspecting authority may accept evidence from other sources, provided that it seeks confirmation of the validity of such evidence at the earliest opportunity with the authority that issued the licence or certificate. The ramp inspection report should mention which evidence was provided and by whom, including when necessary subsequent confirmation from the authority that issued the licence or certificate.

[15] Regulation on third country operators (TCO) (under adoption process with the Commission (see Opinion 05/2012)

(f) In case of a Cat. 3 finding it might not always be necessary to verify if the restrictions are respected or if corrective actions have been taken (e.g. if the inspector has indications that appropriate actions will be taken) or if they are possible (e.g. for flight segments outside the EUROCONTROL area). The inspecting authority should determine on a case by case basis if it is necessary or feasible to verify that restrictions are respected or if corrective actions have been taken.

GM1 ARO.RAMP.135(b) Follow-up actions on findings

CLASSES OF CATEGORY 3 FINDINGS

(a) The inspecting authority could impose an immediate operating ban (Class 3d) on an operator under Article 6 of Regulation (EC) No 2111/2005. A Class 3d action is usually imposed in addition to a Class 3a, 3b or 3c action. Therefore, its further follow-up as regards the EU Ramp Inspection Programme is considered to be covered by the follow-up of those actions.

(b) If Category 3 findings raised concerns on non-compliances of a nature such that the validity of the certificate of airworthiness of the aircraft is affected, this has to be communicated immediately to the State responsible for overseeing the airworthiness of the aircraft. Although the first contact may be, as a matter of urgency, accomplished by telephone, it is advisable to inform the state concerned in writing. For ICAO guidance on this matter, refer to ICAO Annex 8, Part II, Chapter 3.5 — Temporary Loss of Airworthiness.

(c) If the a posteriori verification shows that the operator did not respect the restrictions imposed, this information should be mentioned in the final ramp inspection report or should be reported in accordance with ARO.RAMP.145(b) and (c).

GM1 ARO.RAMP.140(a) Grounding of aircraft

AIRCRAFT LIKELY TO BE FLOWN WITHOUT COMPLETION OF APPROPRIATE CORRECTIVE ACTION

Should an operator refuse to permit the performance of a ramp inspection without valid reasons, the inspecting authority should consider grounding of the aircraft. In such a case the inspecting authority must immediately undertake the relevant communication as provided for under ARO.RAMP.140(b).

GM1 ARO.RAMP.140(d)(4) Grounding of aircraft

LIFTING OF A GROUNDING

Aircraft with a permit to fly issued by a competent authority of an EASA State of registry do not need permission from other EASA Member States to be overflown.

GM1 ARO.RAMP.145(b) Reporting

IMPORTANT SAFETY INFORMATION

(a) If available, any relevant information contained in documents and pictures should be attached to the 'Standard report'" available in the centralised database. Examples of relevant information includes:

(1) ATC reports on level-busts;

(2) communication failure or difficulties;

(3) abnormal take-off lengths;

(4) information received from maintenance organisations with regard to lack of AD compliance or maintenance work performed incorrectly;

(5) reports from the general public/whistleblower concerning perceived unsafe situations;

(6) reports from airport personnel on observed unsafe practices; or

(7) factual information concerning accidents which occurred in Member States' airspace.

GM1 ARO.RAMP.160(a) Information to the public and protection of information

PROTECTION OF INFORMATION FROM RAMP INSPECTIONS

Member States can disclose information from ramp inspections that they have conducted, in accordance with their national freedom of information act. When a request for access to information regarding a ramp inspection conducted by another State is made, the Member State receiving the request should forward it to the inspecting State and inform the requester accordingly.

C. DRAFT DECISION on instructions on the categorisation of findings for SAFA

These are the inspection instructions on the categorisation of findings for inspections performed on aircraft used by third country operators (SAFA). 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 PDFs to be used for ramp inspections performed on aircraft used by third country operators (SAFA) is based on the following standard references:

— Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006. ICAO Annex 1 (11th Edition, July 2011, Amendment 170)

— ICAO Annex 2 (10th Edition, July 2005, Amendment 42, July 2009)

— ICAO Annex 6, Part I (9th Edition, July 2010, Amendment 35, October 2011)

— ICAO Annex 7 (5th Edition, July 2003 and Amendment 2 to the Supplement dated August 2007 incorporated)

— ICAO Annex 8 (11th Edition, July 2010, Amendment 103)

— ICAO Annex 10, Volume V (6th Edition, July 2006, Amendment 86)

— ICAO Annex 15 (13th Edition, July 2010, Amendment 36)

— ICAO Annex 16, Volume I (6th Edition, July 2011)

— ICAO Annex 18, (4th Edition, July 2011, Amendment 10 incorporated)

— European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, Amendment 5, July 2011)

— ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2011-2012 Edition, Addendum No. 3/Corrigendum No. 2

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.

Part 1 Operations International Commercial Air Transport – Aeroplanes

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

Inspection Item	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	From 1 November 2003, all passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or 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.	Door (un)locking mechanism at (Co)Pilot station N/A or U/S	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	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: 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)	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: 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)	A01-04	
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: 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 MEL limits)	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 MEL limits)	A01-06	
A01	M	3			Damages to flight deck windows outside AMM limits	A01-07	Describe nature and extent of damage
A01	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	Insufficient number of flight crew members	A01-08	Describe the observed

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			situation vs. the requirements in the OPS Manual
A01	I	3	A6-I-2.2.10.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual.	Flight Crew member not in compliance with the flight and duty time rules	A01-09	Describe the observed situation vs. the requirements in the OPS Manual
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	A01-10	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	From 1 November 2003, all passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or 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.	Reinforced cockpit door not installed (on passenger flights)	A01-11	
A01	M	3			Lights U/s in warning panel (outside MEL limits)	A01-12	Indicate the particulars of the situation observed
A01	I	2	A8-IIIA-4.1.6d, A8-IIIB-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	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
A01	I	3	A8-IIIA-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 and their usage required due to precipitation (outside MEL limits)	A01-14	Indicate the particulars of the situation observed
A01	I	3	A8-IIIA-1.4, A8-IIIB-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	A01-15	Indicate the particulars of the situation observed
			A8-IIIA-1.5, A8-IIIB-1.4	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.			
A01	I	2	A8-IIIA-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	A01-16	Indicate the particulars of the situation observed
			A8-IIIB-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. The limitations and information shall include at least those prescribed in this sub-part.			
A01	I	2	A8-IIIA-1.4 A8-IIIB-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	A01-17	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
A01	M	3			Windshield delamination outside AMM limits	A01-18	Indicate the particulars of the situation observed

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A02	I	3	A8-IIIA-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	A02-01	Indicate why the access to emergency exit is impeded
A02	I	3	A8-IIIA-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	A02-02	
			A8-IIIA-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-IIIB-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-IIIB-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-IIIB-6.3	Safety and survival equipment.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			
A02	I	3	A8-IIIA-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 MEL)	A02-03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)
			A8-IIIA-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-IIIB-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-IIIB-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-IIIB-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.			

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

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

Inspection Item	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	Required equipment installed but clearly not being used during operation by crew	A03-01	Indicate the particulars of the situation

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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			
A03	I	3	A6-I-6.18.2	From 1 January 2005, 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 MEL limits)	A03-02	Indicate the particulars of the situation observed
A03	I	2	A2-2.3.1	2.3.1 Responsibility of pilot-in-command The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.	Aircraft with first CoA issued on or after 1 March 2012 not equipped with ACAS II, software version 7.1	A03-03	Indicate the particulars of the situation observed
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 MEL limits)	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	From 1 January 2007, 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	From 1 January 2007, all piston-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 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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A03	I	3	EUR 3.2.1	All aircraft operating above FL 195 in the European Region shall be equipped with 8.33 kHz channel spacing capable radio equipment.	Radio channel spacing does not meet the airspace requirements for the filed flight plan	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 MEL limits)	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 the visual flight rules is accomplished by visual reference to landmarks.			
A03	I	3	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 2003, shall be equipped with a CVR capable of retaining the information recorded during at least the last two hours of its operation.	Cockpit Voice Recorder inoperative (outside MEL limits)	A03-07	
			A6-I-6.3.2.1.4	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-6.3.2.1.5	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before1 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.			

Inspection Item	Inspections Item Title	Inspecting Instructions
A04	Manuals	Check for presence of Operations Manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual). Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM). *Note: Not all parts of the OPS Manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations.*

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

Inspection Item	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 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 parts of the Operations Manual pertaining to flight operations on board	A04-01	Indicate what information is missing
A04	I	2	A6-I-2.2.10.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the	No rules on flight time, flight duty and rest time limitations in the Operations manual	A04-02	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				regulations established by the State of the Operator, or approved by that State, and included in the operations 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 not up to date	A04-03	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 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 issued by the operator	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 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	A04-05	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 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	A04-06	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)	A04-07	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	A04-08	Indicate the particulars of the situation observed

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

Inspection Item	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. Note: - Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).	Checklists do not conform with the checklist details in the operations manual	A05-01	Indicate what details do not conform
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. Note: - Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).	No checklist details in the operations manual	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	Normal and emergency checklists not readily accessible to all relevant flight crew members	A05-03	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
				manual, are followed …			
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, are followed. The design and utilization of checklists shall observe Human Factors principles.	Checklists not covering all flight phases	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, are followed ...	Different versions of checklists used by captain and co-pilot	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, are followed …	No normal and emergency checklists available	A05-06	

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	I	2	A6-I-7.4.2	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it.	Navigation database out of date (within MEL limits)	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.			
A06	I	3	A6-I-7.4.2	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it.	Navigation database out of date (outside MEL limits)	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	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)	A06-03	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.			
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	A06-04	Indicate: – what charts are not up to date – the expiration date of the database
			A6-I-7.4.2	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				data to all aircraft that require it			
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	A06-05	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	A06-06	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.			
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	A06-07	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	Check if the MEL is available. *Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.* Check if the MEL is not less restrictive than MMEL. *Note: If it is found that the MEL does not incorporate the latest revision of the MMEL, this should be reported as a General Remark (cat. G).* *Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.* *Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.* Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures. Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material ("*ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.*") but should mention the actual required number. *Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.* Check if the deferred defects (if any) are in accordance with the MEL instructions. *Note: Annex 6 does require that the MEL is approved by the State of Operator. However, the Annex 6 does not require that proof of such approval be contained in the MEL itself or has to be carried on board. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.*

Inspection Item	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	MEL does not reflect aircraft configuration or the operations specifications	A07-01	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
				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. Note: - Attachment F contains guidance on the minimum equipment list.	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	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. Note: - Attachment F contains guidance on the minimum equipment list.	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	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. Note: - Attachment F contains guidance on the minimum equipment list.	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	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 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. Note: - Attachment F contains guidance on the minimum equipment list.	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	A07-05	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	MEL not available (no deferred defects)	A07-06	

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. Note: - Attachment F contains guidance on the minimum equipment list.			
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. Note: - Attachment F contains guidance on the minimum equipment list.	Some MEL items not fully customised (but no defects affecting those items)	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	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)	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 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 (with deferred defects)	A07-10	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Note: - Attachment F contains guidance on the minimum equipment list.			

Inspection Item	Inspections Item Title	Inspecting Instructions
A08	Certificate of Registration	Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew". Check if its format and content are in accordance with the requirements and whether translated into the English language. Check for fireproof identification plate (usually near the left forward door). Compare the data on the plate with that on the C of R. *Note: Annex 7 requires that a fireproof plate needs to be installed near the main entrance. It is often found that the plate is located somewhere else on the aircraft. Although it is not compliant to the requirements, the safety relevance is rather low and therefore no finding should be raised.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofR was not found on board during the inspection, the Category 2 PDF reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	I	1	A7-7.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.	CofR format not in accordance with Annex 7	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	A08-02	
A08	I	1	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	A08-03	
A08	I	1	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.	Mismatch of data on CofR and identification plate	A08-04	Indicate the particulars of the situation observed
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	A08-05	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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.	A08-06	

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

Inspection Item	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	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 and 12 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			

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

Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	Check for presence and accuracy (including the Operations Specifications). Check if format (layout and content) of AOC and OPS Specs is in compliance with Annex 6 (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. *Note 1: although ICAO requires a specific layout, no finding but a Category G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.* *Note 2: ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transporting DG, a cat. 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").*

		If the AOC contains an expiration date, check if within the validity period. Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), (B/P)RNAV, RVSM, MNPS, ETOPS, dangerous goods, and others required for the particular type of operation). *Note: EU-OPS is less restrictive than ICAO on the carriage of a copy of the AOC on board: where ICAO requires a certified true copy, EU-OPS requires in OPS 1.125 that "the original or copy" is carried during each flight. Therefore, if an inspector finds a non-certified copy of the AOC on board this may not constitute a finding (however may be recorded as a cat. G remark).* *Note: If the AOC and/or OPS Specs were not found on board during the inspection, the Category 3 PDF reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).*

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, from 1 January 2010, 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, from 1 January 2010, 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 OPS Specs not in accordance with provisions of Annex 6	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, from 1 January 2010, shall follow the layout of Appendix 6, paragraph 3.	Information in the operations specifications not in accordance with Annex 6	A10-02	
			A6-I-APP6.3.1	For each aircraft model in the operator's fleet, identified by aircraft			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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. *Note.— If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.*			
A10	I	2	A6-I-4.2.1.5	The air operator certificate shall contain at least the following information and, from 1 January 2010, 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.	Information in AOC incorrect	A10-03	Indicate the particulars 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 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. *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.*	No English translation	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. *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.*	Commercial Air Transport operations not in accordance with the operations specifications	A10-05	Please provide additional information (specific type of operation)
A10	I	3	A6-I-4.2.1.1	An 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	A10-06	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A10	I	3	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.	No original nor certified true copy of the AOC, and/or of the operations specifications on board or cannot be shown by the crew	A10-07	
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. 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.	A valid AOC and/or operations specifications for the flights performed was issued but not carried on board at the time of the inspection.	A10-08	Indicate the particulars of the situation observed
A10	O	3	BR 216/2008, Art. 9 (2)	A third country operator (TCO) shall not engage in commercial air transport operations, with an aircraft into, within or out of the Community unless in possession of a valid TCO Authorisation issued by EASA.	Third Country Operators referred in Art. 9 (2) not holding a valid TCO Authorisation.		
A10	O	3	BR 216/2008, Art. 9 (2)	A third country operator (TCO) shall not exceed the privileges and the scope of the operations granted by the TCO Authorisation.	Third Country Operator operations not in accordance with the OPS SPECs associated to the TCO Authorisation.		

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

		described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. *Note: Certain Radio Licences contain expiration date. If a Radio Licence if found to be expired, this should be recorded as a General Remark only.*

Inspection Item	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	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.	A11-02	
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 Radio Station Licence issued	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	A11-04	

Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	Check for presence, accuracy and validity. If no original (or certified copy) CoA is carried on board, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation above. Check if its content is in compliance with the requirement (including English translation if written in another language). *Note: In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a cat. 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of registry that the aircraft has a valid CofA.* *Note: Certain States (e.g. EASA states) issue Certificates of Airworthiness which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofA was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if during the*

		follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A12	I	1	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	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. 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.	No English translation	A12-02	
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 nor rendered valid by the State of registry	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.	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	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	No valid CofA on board.	A12-06	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;			

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

		"P" for P-RNAV operations (in addition to "R"); *"Y" for flights in (portions of) airspace where the carriage of 8.33 KHz capable radio equipment is mandatory;* *"W" for RVSM operations;* *"S" for aircraft equipped with Mode-S Transponder.*

Inspection Item	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	A13-01	
A13	I	2	A2-3.3.2	A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority: — Aircraft identification — Flight rules and type of flight — Number and type(s) of aircraft and wake turbulence category — Equipment — Departure aerodrome (see Note 1) — Estimated off-block time (see Note 2) — Cruising speed(s) — Cruising level(s) — Route to be followed — Destination aerodrome and total estimated elapsed time — Alternate aerodrome(s) — Fuel endurance — Total number of persons on board — Emergency and survival equipment — Other information.	ATC Flight plan incorrect	A13-03	Indicate why the ATC flight plan is incorrect
			EUR 2.1.2.1	Operators of aircraft approved for basic area navigation (B-RNAV) operations, as set out in 4.1.1.5.2, shall insert the designator "R" in Item 10 of the flight plan.			
			EUR 2.1.2.2	Operators of aircraft approved for precision area navigation (P-RNAV) operations, as set out in 4.1.1.5.2, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.			
			EUR 2.1.2.4	Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements of			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				4.1.1.5.2.4 before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled and an appropriate new flight plan shall be submitted.			
			EUR 2.1.2.5	In addition, where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements of 4.1.1.5.2.6 before departure, the operator of the aircraft shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on an RPL, the RPL shall be cancelled and an appropriate new flight plan shall be submitted.			
			EUR 2.1.8.1	For flights conducted wholly or partly in the volume of airspace where the carriage of 8.33 kHz channel spacing radio equipment is mandatory, as specified in 3.2.1, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in Item 10 of the flight plan for aircraft equipped with 8.33 kHz channel spacing capable radio equipment, or the indicator STS/EXM833 shall be included in Item 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage requirement. Aircraft normally capable of operating above FL 195 but planning to fly below this level shall include the letter Y as specified above.			
			EUR 2.1.8.2	In case of a change in the 8.33 kHz capability status for a flight planned to operate in the area specified in 3.2.1, a modification message shall be sent with the appropriate indicator inserted in the relevant Item.			
			EUR 2.1.5.1	Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.			
			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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				modification message (CHG) shall be submitted by the operator.			
			EUR 2.1.6.2	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above to a destination aerodrome within the lateral limits of RVSM airspace shall include the following in Item 15 of the flight plan form: a) the entry point at the lateral limits of RVSM airspace; and b) the requested flight level below FL 290 for that portion of the route commencing at the entry point. Note.— Refer to 6.10.2.4.1 for related ATC requirements.			
			EUR 2.1.6.3	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of RVSM airspace, shall include in Item 15 of the ICAO flight plan form, a requested cruising level below FL 290. Note.— Refer to 6.10.2.4.2 for related ATC requirements.			
			EUR 2.1.6.4	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome within the lateral limits of RVSM airspace to a destination aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above shall include the following in Item 15 of the ICAO flight plan form: a) a requested flight level below FL 290 for that portion of the route within the lateral limits of RVSM airspace; and b) the exit point at the lateral limits of RVSM airspace and the requested flight level for that portion of the route commencing at the exit point. Note.— Refer to 6.10.2.4.3 for related ATC requirements.			
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	A13-04	Indicate the particulars of the situation observed
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	Fuel on board less than minimum ICAO requirements	A13-05	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
				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.			
			A6-I-4.3.6.1	A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.			
			A6-I-4.3.6.4	In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination aerodrome, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and e) any other conditions that may delay the landing of the aeroplane or increase fuel and/or oil consumption.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual 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	An 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. 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.	Flight crew unaware of the applicable departure, destination or alternate airports NOTAMs.	A13-06	Indicate the particulars of the situation observed
A13	I	3	A6-I-4.3.5.3	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	A13-07	
A13	I	3	A6-I-4.3.5.4	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the	No icing inspection performed by crew or ground staff with ground	A13-08	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.	icing conditions		
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	A13-09	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	A13-10	
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 the weather conditions at the aerodrome of departure are at or below the applicable aerodrome operating minima or it would not be possible to return to the aerodrome of departure for other reasons. 4.3.4.1.2 The take-off alternate aerodrome shall be located within the following distance from the aerodrome of departure: a) aeroplanes having two power-units. Not more than a distance equivalent to a flight time of one hour at the single-engine cruise speed; and b) aeroplanes having three or more power-units. Not more than a distance equivalent to a flight time of two hours at the one-engine inoperative cruise speed. 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 aerodrome operating minima for that operation.	No or unsuitable alternate(s) airports selected	A13-11	Indicate the selected aerodrome(s) and why they are unsuitable
			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.			

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	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not be commenced unless information is available which indicates that conditions at the aerodrome of intended landing or, where a destination alternate is required, at least one destination alternate aerodrome will, at the estimated time of arrival, be at or above the aerodrome operating minima. Note.- It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as a destination alternate than for the same aerodrome when planned as that of intended landing.	No weather forecast available indicating that the destination or destination alternate aerodrome conditions are at or above minima	A13-12	Indicate the particulars of the situation observed
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	A13-13	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	A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it			

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				can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.			
			A6-I-4.3.6.4	In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination aerodrome, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and e) any other conditions that may delay the landing of the aeroplane or increase fuel and/or oil consumption.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual 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-4.7.3	A flight to be conducted in accordance with 4.7.1 shall not be commenced unless, during the possible period of arrival, the required en-route alternate aerodrome(s) will be available and the available information indicates that conditions at those aerodromes will be at or above the aerodrome operating minima approved for the operation.	Required en-route alternate(s) (ETOPS) not available	A13-14	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, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Actual weather and weather forecast not checked before departure	A13-15	
			A6-I-4.3.6.1	A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.			
			A6-I-4.3.6.4	In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination			

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				aerodrome, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and e) any other conditions that may delay the landing of the aeroplane or increase fuel and/or oil consumption.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual 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-4.7.3	A flight to be conducted in accordance with 4.7.1 shall not be commenced unless, during the possible period of arrival, the required en-route alternate aerodrome(s) will be available and the available information indicates that conditions at those aerodromes will be at or above the aerodrome operating minima approved for the operation.	Weather on required en-route alternate(s) below ETOPS minima	A13-16	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.	Alternate airport(s) (or indication of operators' contacts in case of RPL) considered in OFP but not specified in the ATS flight plan	A13-17	Indicate the particulars of the situation observed
			A6-I-4.3.4.3	Destination alternate aerodromes 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	O	G			No fuel consumption monitoring performed when required by the OPS Manual	A13-18	Indicate the applicable reference in the OPS Manual requiring the

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							flight crew to carry out in-flight fuel consumption monitoring

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

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A14	I	2	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 parameter to determine the maximum landing mass, any other local atmospheric condition.	Incorrect mass and/or balance calculations, within a/c limits, and having no effect on the performance calculations.	A14-01	Provide further information as to why the calculations are incorrect.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			
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 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	Incorrect mass and/or balance calculations, within a/c limits, but affecting the performance calculations.	A14-02	Provide further information as to why the calculations are incorrect.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.	Insufficient data to enable the crew to check the Mass & balance calculations	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 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	Mass & balance outside operational limits	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
				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	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	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	A14-07	

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

		However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.

Inspection Item	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	A15-01	Provide further information as to where the HFE was found and where it is its indicated location
			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 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: 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 marked with the appropriate operating instructions	A15-02	
			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 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	HFE empty, unserviceable or missing (outside MEL limits)	A15-03	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
				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-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 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	A15-04	
			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 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
A16	Life jackets/flotation device	Check for presence, access, sufficient number and serviceability. *Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.* *Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.* *Note: In the case where spare life jackets have been found to be unserviceable this should reported as General Remark (Cat. G).*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

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	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. Note.- "Landplanes" includes amphibians operated as landplanes.			
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	A16-02	Indicate the particulars of the situation observed
			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. Note.- "Landplanes" includes amphibians operated as			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				landplanes.			

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

Inspection Item	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	A17-01	
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.	No or unserviceable safety harness for a flight crew seat other than the pilot seats (e.g. large crew configurations)	A17-02	
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	No or unserviceable safety harness for each pilot seat (outside MEL limits)	A17-03	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				independently.			

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

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

Inspection Item	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 emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Oxygen equipment not readily accessible and required for the type of flight	A18-01	Provide further information 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	Insufficient number of serviceable quick donning masks available	A18-02	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
				have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.			
A18	I	3	A6-I-4.3.8.1	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	A18-03	Indicate the particulars of the situation observed
			A6-I-4.3.8.2	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 Annex 6 Part I Chapter 4.3.8.1.			
A18	I	3	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which	Unserviceable oxygen system	A18-04	Indicate the particulars of

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			the situation observed
			A6-I-4.3.8.2	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 Annex 6 Part I Chapter 4.3.8.1.			

Inspection Item	Inspections Item Title	Inspecting Instructions
A19	Flash light	Check that appropriate electric torches are readily available at all crew member stations. Check their condition, serviceability and access. Please note that flights departing in daylight, but extending into the night, shall

		meet this requirement. *Note: Only aircraft operated at night require electric torches for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any electric torch does not constitute a finding. This should however be reported as General Remark (Cat. G).* *Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.* *Note: If only personal torches are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as General Remark (Cat. G).*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A19	I	1	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 emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Serviceable electric torch for both pilots but not for other flight crew members during night operation	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 electric torch for each crew member station.			
A19	I	3	A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An electric torch for each crew member station.	Electric torches not readily available during night operation	A19-02	Indicate the particulars of the situation observed
			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 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 electric torch for each crew member station.	Insufficient number of serviceable electric torches for all pilots during night operation	A19-03	Indicate the particulars of the situation observed
			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 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	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 GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. 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 GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. Check if form and content (including English translation) is in compliance with ICAO Annex 1. Check if the flight crew members are meeting the age requirements (pilots over 60 years). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence. Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses). Check for endorsement of English language proficiency (ELP) in the licence. *Note: The explicit mentioning of the ELP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.* *Note: Information about the countries which have filed a corrective action plan with ICAO, as requested by the Resolution A36-11, can be found on the ICAO FSIX web-page: http://www.icao.int/fsix/lp.cfm .* *Note: ICAO urges Contracting States to take a flexible approach towards States which made progress with regard to their implementation plans for language proficiency. Therefore, for those States no cat. 3 findings should be raised. Language proficiency findings on licences issued by States which did not file a corrective action plan shall be categorised as cat. 3 findings.* *Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a General Remark.* *Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc. .* *Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in this cases a finding should not be raised.* *Note: If the licence of a flight crew member was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the category 1 finding "Flight crew holding appropriate Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the category 3 finding "Flight crew without appropriate licence" requiring corrective actions before the flight is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence).* *Note: Inspectors have to take into account, when inspecting European flight crew licences, the mutual recognition of those licences amongst several European States. This document is available at the following link: http://easa.europa.eu/approvals-and-standardisation/mutual-recognition.php . Moreover, licences issued under Part FCL enjoy automatic mutual recognition in all EASA states (27 EU Member States + Iceland, Norway, Switzerland) (e.g. a person holding a licence issued by one of the EASA states can exercise his/her privileges on any aircraft registered in any EASA state without any additional need for validation).*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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 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.	Form and/or content not in compliance with ICAO standard (licence, medical certificate)	A20-01	Indicate what document (licence, medical certificate)
			A1-6.1.1a,b	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				- flight engineer licences - private pilot licences - aeroplane, airship, helicopter and powered-lift - glider pilot licences - free balloon pilot licences			
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	A20-02	
A20	I	2	CC-39b	Endorsement of certificates and licences b) Any person holding a licence who does not satisfy in full the conditions laid down in the international standard relating to the class of licence or certificate which he holds shall have endorsed on or attached to his licence a complete enumeration of the particulars in which he does not satisfy such conditions.	No declaration of licence differences compared to ICAO standards	A20-03	
A20	I	2	A1-1.2.9.4	As of 5 March 2008, 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.	ELP endorsement expired	A20-04	Indicate expiry date, the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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;			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (but corrective action plan filed by the licensing State to ICAO).	A20-05	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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;			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	3	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (and no corrective action plan filed by the licensing State to ICAO).	A20-06	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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);			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	3	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (whilst the licensing State filed compliance to ICAO)	A20-07	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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 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 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	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	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,	No mention of ICAO medical class	A20-09	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			
			A1-6.1.1a,b	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	I	2	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.	No proper validation issued by the State of registry	A20-10	
			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	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. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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 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	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 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 multi-pilot operations)	A20-11	Indicate the particulars of the situation observed
A20	I	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall	Both pilots older than 60 years	A20-12	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				not permit the holders thereof to act as pilot-in-command 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 where the other pilot is younger than 60 years of age, their 65th birthday.			
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	A20-13	
			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	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel 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 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.	Medical certificate invalid for the privileges being exercised	A20-14	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Note 2.- When calculated in accordance with 1.2.5.2 and its sub-paragraphs, 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.			
			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 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	A1-1.2.1	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.	No appropriate type rating on flight crew member's licence	A20-15	
			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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	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. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel 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 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	A1-6.3.3.2	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	No correcting lenses available when required	A20-16	Indicate the particulars of the situation observed

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				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.			
			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 their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.			
A20	I	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in-command 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 where the other pilot is younger than 60 years of age, their 65th birthday.	PIC over 60 in single pilot operations	A20-17	

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	I	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in-command 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 where the other pilot is younger than 60 years of age, their 65th birthday.	PIC over 65 in multipilot operations	A20-18	
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)	A20-19	
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 performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other	A valid and appropriate Flight crew licence was issued but not carried on board at the time of the inspection.	A20-20	

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				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			
			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	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. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel 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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			

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

Inspection Item	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	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)	Flight details not recorded in a journey logbook or General Declaration	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
				"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".			
			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 logbook or General Declaration not on board	A21-03	

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

Inspection Item	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)	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;	PIC did not certify that s/he is satisfied that a maintenance release has been issued	A22-01	

Inspection Item	Inspections Item Title	Inspecting Instructions
A23	Defect notification and rectification (incl. Tech Log)	Check for any deferred defects (specify in the report where necessary). Check that all defects (minor, major, dents, damages etc.) have been properly reported and assessed. Check if the associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references.

		When defect deferments include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL. Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL. *Note: There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.*

Inspection Item	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 MEL/CDL reference	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 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	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
			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 An 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 permanently	Maintenance action not properly reported	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
				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. 8.4.3 In the event of a temporary change of operator, the records shall be made available			
			A6-I-8.5	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. 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.			
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	A23-04	Indicate the particulars of the situation observed
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;	Known defect(s) not reported/assessed	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
				c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;			
			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	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	A23-07	Indicate the defect and the rectification deadline
			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	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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-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.	Rectification interval set in the ATLB exceeding the rectification interval prescribed by the MEL (but still within the MEL rectification interval)	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.	A23-10	
A23	I	3	A6-I-8.1.4	An 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.	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	Defect deferred but without applying (correctly) the required	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
				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;	(M), (O) and/or other procedures prescribed by the MEL.		
			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-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 and/or technical data	A23-13	
			A6-I-8.1.2	An 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.			

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

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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	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	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 recording significant defects	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	A24-04	

Inspection Item	Inspections Item Title	Inspecting Instructions
B01	General Internal Condition	Check general condition, including lavatories, general condition and smoke detection systems, the condition of the overhead bins, flammable furnishings, 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).

		Check the service carts manufactured after 4 November 2005 for proper braking action. *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.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	I	2	A8-IIIA-1.4, A8-IIIB-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	B01-01	Indicate the particulars of the situation observed
			A8-IIIA-1.5, A8-IIIB-1.4	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.			
			A8-IIIA-8.2, A8-IIIB-6.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.			
B01	I	2	A8-IIIA-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 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.	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials	B01-02	Indicate the particulars of the situation observed
			A8-IIIB-4.2 (f)	Fire precautions. 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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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)	Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after **2 March 2004**. Subpart D. Design and construction D.2 Systems design features Fire precautions. 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.	Lavatory(s) not equipped with smoke detection system	B01-03	Indicate the particulars of the situation observed
B01	I	3	A8-IIIB-4.2(f)	Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after **2 March 2004**. Subpart D. Design and construction	Disposal receptacles not equipped with a built-in fire extinguisher system	B01-04	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
				D.2 Systems design features f) Fire precautions. 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	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	B01-05	Indicate the particulars of the situation observed
B01	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.	Loose or heavy objects in the cabin/galleys	B01-06	Indicate the particulars of the situation observed
B01	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.	Cabin equipment not properly secured	B01-07	Indicate the particulars of the situation observed
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.	Inappropriate stowage of luggage or loose articles in the toilets	B01-08	Indicate the particulars of the situation observed
B01	I	3	A8-IIIB-4.2(f)	Part IIIB. Aeroplanes over 5700 KG for which	Lavatory smoke detection	B01-09	Indicate the particulars of

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				application for certification was submitted on or after **2 March 2004**. Subpart D. Design and construction D.2 Systems design features f) Fire precautions. 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.	system obstructed		the situation observed
B01	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.	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	B01-10	Indicate the particulars of the situation observed
B01	M	3			Galley/lavatory waste receptacle access door cover inoperative (outside MEL limits)	B01-11	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
B01	M	1			Damaged wall panels	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.	Obviously defective brakes of service cart(s)	B01-13	Indicate the particulars of the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires	B01-14	Indicate the particulars of the situation observed
B01	M	3			Overhead bins unserviceable (and not identified as such)	B01-15	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
B02	Cabin Attendant's Station/Crew Rest Area	Check general condition and serviceability of the cabin crew seats. *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).* *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.* Check presence and condition of the safety harness and/or belt. *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.* Check accessibility of life jackets. Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL.

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	Strap or buckle worn or damaged	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
				member required to satisfy the intent of 12.1 in respect of emergency evacuation.			
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)	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 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.	Cabin Crew life jackets (when required) not easily accessible	B02-03	
B02	I	3	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	Cabin Crew seat(s) unserviceable (outside MEL limits)	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
				a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.			
B02	I	3	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 harness/seat belt not available or unserviceable	B02-05	Indicate the particulars of the situation observed
B02	I	3	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) obviously not installed correctly (more than 15 degrees from the longitudinal axis)	B02-06	Indicate the particulars of the situation observed
B02	I	3	A6-I-6.16.3	6.16.3 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.	Cabin Crew seats not correctly located	B02-07	Indicate the particulars of the situation observed
B02	M	3			Communication equipment unserviceable (outside MEL limits)	B02-08	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
B03	First Aid Kit / Emergency Medical Kit	Check for presence, accessibility, and identification of medical supplies. *Note: A First-Aid kit or a Medical kit or a universal precaution kit is only an ICAO recommendation.* *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.*

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	B03-01	
B03	I	3	A6-I-6.2.2	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. Note.- Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.	Contents of the medical kit past expiration date	B03-02	Indicate the particulars of the situation observed
B03	I	1	A6-I-6.2.2	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	Contents of the first aid kit/universal precaution kit past expiration date	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
				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. Note.- Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.			
B03	I	2	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.	Medical supplies not identified as such	B03-04	Indicate the particulars of the situation observed
B03	I	3	A6-I-6.2.2	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. Note.- Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.	Medical supplies not available or not accessible during flight	B03-05	Indicate the particulars of the situation observed

Inspection	Inspections Item Title	Inspecting Instructions

Item		
B04	Hand Fire extinguishers	Check if the installed extinguisher(s) is at the indicated location and easily accessible. Check if the installed extinguisher is correctly secured in its bracket. Check if the installed extinguisher(s) is marked with the appropriate operating instructions. Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable. *Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) 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 Chapter 4.2 above).* *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.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B04	I	2	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 emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not at indicated location	B04-01	
B04	I	2	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 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	B04-02	
B04	I	3	A6-I-.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 certificate of airworthiness of the aeroplane may count as one prescribed.	HFE empty, unserviceable or missing (outside MEL limits)	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
B04	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.	HFE not correctly secured	B04-04	Indicate the particulars of the situation observed
B04	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 emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not readily accessible	B04-05	

Inspection Item	Inspections Item Title	Inspecting Instructions
B05	Life jackets / Flotation devices	Check for presence, access, sufficient number and serviceability. *Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.* *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.* *Note: In the case where spare life jackets have been found to be unserviceable, this should reported as a General Remark (Cat. G).*

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	B05-01	Indicate the particulars of the situation observed
			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 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
			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.			
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	B05-02	Indicate the particulars of the situation observed
			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-6.5.2	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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 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 and required	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	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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	2	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	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 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	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:	Seat(s) unserviceable and	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
				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;	not identified as such		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;	Baby berth(s) used without restraining belts	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 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 Item	Inspections Item Title	Inspecting Instructions
B07	Emergency exit, lighting and marking, Torches	Check for presence and condition of the emergency exit signs, lighting and marking and torches. Check for presence and condition of an escape path illumination system. Check for presence and condition of the visual indication of the path to emergency exits in smoke filled cabins. Check for the presence of operating instructions on the emergency exits. *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. Check for appropriate flashlights are readily available at all crew member stations. Check their condition, serviceability and access. Please note that flights departing in daylight, but extending into the night, shall meet this requirement. *Note: Only aircraft operated at night require electric torches for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any electric torch does not constitute a finding. This should however be reported as General Remark (Cat. G).* *Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.* *Note: If only personal torches are available, this should not be considered as a finding provided they are readily available to the cabin crew from their normal positions. This should however be reported as a General Remark (Cat. G).*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	I	1	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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) lens/cover missing or broken	B07-01	Indicate the particulars of the situation observed
			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
			A8-IIIB-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-IIIB-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 electric torch for each crew member station.	Insufficient number of serviceable torches for each cabin crew member during night operations	B07-02	Indicate the particulars of the situation observed
			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.			
B07	I	2	A6-I- 6.10(f)	All aeroplanes, when operated at night shall be equipped with: f) an electric torch for each crew member station.	Electric torches not readily accessible for some of the cabin crew during night operations	B07-03	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
			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.			
B07	I	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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 MEL limits).	B07-04	Indicate the particulars of the situation observed
			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.			
			A8-IIIB-8.4	8.4 Evacuation 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-IIIB-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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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	B07-05	Indicate the particulars of the situation observed
			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.			
			A8-IIIB-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-IIIB-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	M	3			System for visually indicating the escape path(s) unserviceable (outside MEL limits).	B07-06	Indicate the particulars of the situation observed and the MEL reference
B07	I	2	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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(s) not marked with the appropriate operating instructions	B07-07	Indicate the particulars of the situation observed
			A8-IIIB-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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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-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.			
B07	I	3	A6-I- 6.10(f)	All aeroplanes, when operated at night shall be equipped with: f) an electric torch for each crew member station.	Cabin crew members' electric torches not readily accessible during night operations	B07-08	Indicate the particulars of the situation observed
			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.			
B07	I	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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(s), lighting and marking unserviceable (outside MEL)	B07-09	Indicate the particulars of the situation observed
			A8-IIIB-8/.4	8.4 Evacuation 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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB-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	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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.	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	B07-10	Indicate the particulars of the situation observed
			A8-IIIB-8.4	8.4 Evacuation 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-IIIB-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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.			

Inspection Item	Inspections Item Title	Inspecting Instructions
B08	Slides/Life-Rafts (as required), ELT	Check number and serviceability of slides/slide rafts/life rafts. *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.* *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.* 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). *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).* *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).* *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.* Check equipment for pyrotechnical distress signals (if required and easily accessible).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

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 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: b) equipment for making the pyrotechnical distress signals described in Annex 2.;	No equipment for making the pyrotechnical distress signals when required for long-range over water flights	B08-01	Indicate the particulars of the situation observed
B08	I	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 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.	Insufficient number of serviceable slides/slide rafts	B08-02	Indicate the particulars of the situation observed
			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.			
			A8-IIIB-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;			

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.			
B08	I	3	A6-I-6.5.3.1(a)	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 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;	Insufficient number of serviceable rafts and required for long-range over water flights	B08-03	Indicate the particulars of the situation observed
B08	I	3	A6-I-6.17.8	Except as provided for in 6.17.9, from 1 July 2008, 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 MEL limits)	B08-04	Indicate the particulars of the situation observed
			A6-I-6.17.9	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 at least two ELTs, one of which shall be automatic.			
			A6-I-6.17.10	Except as provided for in 6.17.11, from 1 July 2008, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.			
			A6-I-6.17.11	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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	I	3	A6-I-6.17.12	ELT equipment carried to satisfy the requirements of 6.17.7, 6.17.8, 6.17.9, 6.17.10 and 6.17.11 shall operate in accordance with the relevant provisions of Annex 10,Volume III.	No ELT capable of simultaneously transmitting on 406 MHz and 121.5 MHZ	B08-05	Indicate the particulars of the situation observed
			A10-III-Ch.2-5.1.4	From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.			
B08	I	3	A6-I-6.17.8	Except as provided for in 6.17.9, from 1 July 2008, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Portable ELT not at indicated location	B08-06	Indicate the particulars of the situation observed
			A6-I-6.17.9	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 at least two ELTs, one of which shall be automatic.			
			A6-I-6.17.10	Except as provided for in 6.17.11, from 1 July 2008, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.			
			A6-I-6.17.11	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.			
			A6-I-6.17.12	ELT equipment carried to satisfy the requirements of 6.17.7, 6.17.8, 6.17.9, 6.17.10 and 6.17.11 shall operate in accordance with the relevant provisions of Annex 10,Volume III.			
			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	Inspections Item Title	Inspecting Instructions
B09	Oxygen Supply	Check if the PBE is at the indicated location and adequately marked with its operating instructions. Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used. Check portable breathing equipment for serviceability and minimum number (against MEL). Check number / serviceability of oxygen dispensing units or oxygen masks (when possible). *Note: if the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.* *Note: inspectors should take into account that EU OPS 1.770 b.2(v) requires for aircraft not certified to operate above 25.000 ft. to carry sufficient oxygen supply for 10% of the passengers, whereas ICAO requires this for all passengers. All operators should be treated equally, therefore the lower EU OPS requirements should apply.* *Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:*

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09	I	2	A6-I-4.3.8.1	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.	Portable breathing equipment not at indicated location	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 Annex 6 Part I Chapter 4.3.8.1.			
			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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				plainly marked.			
B09	I	2	A6-I-4.3.8.1	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	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 Annex 6 Part I Chapter 4.3.8.1.			
			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 Annex 6 Part I Chapter 4.3.8.2. 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	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	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA	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
				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 Annex 6 Part I Chapter 4.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	issued on or after 9 November 1998 (outside MEL limits)		
B09	I	2	A6-I-4.3.8.2	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	B09-05	Indicate the particulars of the situation observed
			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-6.7.2	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 Annex 6 Part I Chapter 4.3.8.2.			

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-4.3.8.1	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	B09-06	Indicate the particulars of the situation observed
			A6-I-4.3.8.2	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 Annex 6 Part I Chapter 4.3.8.1.			
			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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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 Annex 6 Part I Chapter 4.3.8.2.			
B09	I	3	A6-I-4.3.8.1	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 masks 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)	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 Annex 6 Part I Chapter 4.3.8.2.			
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 Annex 6 Part I Chapter 4.3.8.2. 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 MEL limits	B09-08	Indicate the particulars of the situation observed
B09	I	3	A6-I-4.3.8.1	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	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged)	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
				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.	and not identified as such and required for the type of flight		
			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 Annex 6 Part I Chapter 4.3.8.2.			
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	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 Item	Inspections Item Title	Inspecting Instructions
B10	Safety Instructions	*Note: ICAO requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (ABC, oral briefing, video demonstration, or a combination of these methods). Therefore, briefing cards may not always be on board or may not always contain all relevant safety information, and this may not constitute a finding unless evidence is available that not all relevant information is conveyed.* If ABCs are on board, check for their accuracy and that sufficient numbers are available. If no ABCs are on board, verify if the alternative method used conveys the required information. *Note: ABC = Aircraft Briefing Cards* Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated provisions of the MEL.

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: 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.	Insufficient Aircraft Briefing Cards for all passengers on board	B10-01	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	1	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.	Aircraft briefing cards in poor condition	B10-02	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 Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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.	Aircraft briefing cards contain inaccurate information	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 use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	'Fasten seat belt' sign(s) unserviceable	B10-04	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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 MEL limits)	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; 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.	No aircraft briefing cards on board and no other means to convey safety instructions to the passengers	B10-06	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;			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.	Aircraft briefing cards not for the correct aircraft type and/or configuration	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 Item	Inspections Item Title	Inspecting Instructions
B11	Cabin crew members	Check if the cabin crew composition meets the minimum crew requirements (available in the Operations Manual). Check if the cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment. 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. 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.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

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	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants 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	B11-01	Indicate the particulars of the situation observed
B11	I	2	A6-I-12.1	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants 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	B11-02	Indicate the particulars of the situation observed
B11	I	3	A6-I-12.1	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants 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	B11-03	Indicate the particulars of the situation observed
B11	I	3	A6-I-4.3.7	4.3.7.1 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 most practical and expeditious means available. 4.3.7.2 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.	Qualified personnel not at their required positions when refuelling with passengers on board	B11-04	Indicate the particulars of the situation observed
B11	I	3	A6-I-4.3.7	4.3.7.1 An aeroplane shall not be refuelled when	No two-way	B11-05	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
				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 most practical and expeditious means available. 4.3.7.2 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.	communication established with the ground crew during refuelling with passengers on board		situation observed
B11	I	3	A6-I-4.2.11.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual.	Cabin Crew member not in compliance with the flight and duty time rules	B11-06	Describe the observed situation vs. the requirements in the OPS Manual

Inspection Item	Inspections Item Title	Inspecting Instructions
B12	Access to emergency exits	Check floor/carpets/panels condition. Check if access to emergency exits impeded by baggage/seats/tables *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.* *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.* *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).* *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.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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.	Floor/carpet in poor condition affecting the	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
				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.	rapid evacuation		
			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	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. 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.	Damaged wall panel in the vicinity of emergency exit possibly obstructing the exit	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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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;	Tray table latches can be opened in the direction of evacuation (not recessed or special one-way lock)	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.	Access to emergency exits impeded by baggage or cargo	B12-04	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)	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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.	Cabin crew seat does not retract automatically impeding the access to emergency exit	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; 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)	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.			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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 can be opened in the direction of evacuation whilst certificated with special locks	B12-08	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: 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		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)	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			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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		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)	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; 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 Item	Inspections Item Title	Inspecting Instructions
B13	Safety of passenger baggage	Check storage of baggage (including heavy and oversized baggage).

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	B13-01	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
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 (although marked as unserviceable)	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	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	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	B13-05	Indicate the particulars of the situation observed

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.	Insufficient seats for all passengers on board	B14-01	Indicate the particulars of the situation observed
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.	Seat(s)/baby berth(s) not certified to be installed on board of aircraft	B14-02	Indicate the particulars of the situation observed

Inspection Item	**Inspections Item Title**	**Inspecting Instructions**
C01	General external condition	Check general condition of the airframe: • corrosion; • cleanliness (related to the ability to inspect the aircraft); • presence of ice, snow, frost; • legibility of markings.

		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. *Note: markings may be in languages other than English.* *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).* *Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.* • Loose or missing fasteners and rivets • Presence and condition of the antennas • Presence and condition of the static dischargers • Condition and functionality of the exterior lights etc. *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.*

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 required by the manufacturer not applied or unreadable	C01-01	Indicate the particulars of the situation observed
C01	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.	Aircraft very dirty affecting the ability to inspect it	C01-02	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	C01-03	Indicate the particulars of the situation observed
C01	I	2	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	Paint damage with exposed composite	C01-04	Indicate the particulars of the situation observed

				pass unnoticed, taking into account the maintenance the aeroplane will receive.			
C01	I	2	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.	Poor condition of de-icing system	C01-05	Indicate the particulars of the situation observed
C01	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 ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Safety markings not applied or unreadable	C01-06	Indicate the particulars of the situation observed
C01	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.	Minor corrosion	C01-07	Indicate the particulars of the situation observed
C01	I	2	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	C01-08	Indicate the particulars of the situation observed
C01	I	3	A6-I-6.10	All aeroplanes, when operated at night shall be equipped with: b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; c) two landing lights;	Aircraft lights unserviceable for night operations (outside MEL limits)	C01-09	Indicate the particulars of the situation observed
C01	M	2			Fasteners/rivets loose or missing outside limits, but dispatch allowed according to AMM/SRM, and not assessed nor recorded.	C01-10	Indicate the particulars of the situation observed
C01	M	3			Fasteners or rivets loose or missing outside SRM/AMM limits	C01-11	Indicate the particulars of the situation observed
C01	M	3			Static discharger(s) missing or damaged outside MEL/AMM/CDL limits	C01-12	Indicate the particulars of the situation observed
C01	M	3			Antenna(s) missing or damaged outside AMM/MEL/CDL limits	C01-13	Indicate the particulars of the

							situation observed
C01	I	3	A6-I-4.3.5.4	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 intentions to request appropriate de-icing treatment	C01-14	Indicate the particulars of the situation observed
C01	I	3	A6-I-4.3.5.4	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 appropriate de/anti-icing treatment with ground icing conditions	C01-15	Indicate the particulars of the situation observed
C01	M	3			Pressure port(s) damaged or contaminated	C01-16	Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside AMM limits	C01-17	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C02	Doors and hatches	Check for: • presence and condition of bonding wires; • door external markings, operation instructions; *Note: only those doors which can be opened from the outside need external markings*. • condition of doors, hatches and associated seals.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C02	M	3			Bonding wires broken or missing (outside AMM limits)	C02-01	Indicate the particulars of the situation observed
C02	M	2			Door handle(s), lever(s), access panel(s) not flush	C02-02	Indicate the particulars of the situation observed
C02	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 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	C02-03	Indicate the particulars of the situation observed
C02	M	3			Cargo door lock inspection glasses blind and no other mean to verify locking position(s)	C02-04	Indicate the particulars of the situation observed
C02	M	3			Door seal damaged outside AMM/CDL limits	C02-05	Indicate the particulars of the situation observed
C02	M	3			Door(s) unserviceable outside AMM/CDL limits	C02-06	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C03	Flight controls	Check external Flight Controls. Check for hydraulic leakage. Check presence and condition of the static dischargers. Check presence and condition of bonding wires.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	3			Bonding wires broken or missing (outside limits)	C03-01	Indicate the particulars of the situation observed
C03	M	3			Hydraulic leak outside limits	C03-02	Indicate the particulars of the situation observed

C03	M	3			Static discharger(s) missing (outside MEL/AMM/CDL limits)	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	C03-04	Indicate the particulars of the situation observed
C03	M	3			Fasteners or rivets loose or missing outside AMM/SRM limits	C03-05	Indicate the particulars of the situation observed

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

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)	C04-01	Indicate the particulars of the situation observed
C04	M	1			Tyre inflation valve(s) cap missing	C04-02	Indicate the particulars of the situation observed
C04	M	1			Brake assembly bleed valve dust cap(s) missing	C04-03	Indicate the particulars of the situation observed
C04	M	2			Brake worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	C04-04	Indicate the particulars of the situation observed
C04	M	2			Tyre(s) worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	C04-05	Indicate the particulars of the situation observed
C04	M	3			Brake(s) unserviceable and not recorded	C04-06	Indicate the particulars of the situation observed
C04	M	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors)	C04-07	Indicate the particulars of the situation observed
C04	M	3			Leaking hydraulic braking system	C04-08	Indicate the particulars of

					(outside limits)		the situation observed
C04	M	3			Nose landing gear wheel snubbers worn outside limits	C04-09	Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside limits	C04-10	Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded	C04-11	Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside of limits	C04-12	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C05	Undercarriage, skids/floats	Check presence and condition of the water/debris deflectors (if required to be installed). Check skids/floats for obvious damages. Check for presence and legibility of inspection markings/placards. *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.*

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 required by the manufacturer not applied or unreadable	C05-01	Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective	C05-02	Indicate the particulars of the situation observed
C05	M	1			Undercarriage dirty affecting the ability to inspect it and detect potential leakages	C05-03	Indicate the particulars of the situation observed
C04	M	1			Gear strut valve cap(s) missing	C05-04	Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside AMM/CDL	C05-05	Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed	C05-06	Indicate the particulars of the situation observed
C05	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	Safety markings not applied or unreadable	C05-07	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference

				jeopardize the safety of the aeroplane in subsequent flights			
C05	M	2			Significant signs of corrosion	C05-08	Indicate the particulars of the situation observed
C05	M	3			Seepage/leakage outside limits	C05-09	Indicate the particulars of the situation observed
C05	M	3			Strut pressure outside limit	C05-10	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C06	Wheel well	Check for lubrication, leakage & corrosion. Check for lubrication, leakage & corrosion and wear on door fittings and hinges. Check for presence and condition of bonding wires. Check for cleanliness and damage.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C06	M	1			Wheel well dirty affecting the ability to inspect it	C06-01	
C06	M	3			Landing gear door(s) damaged outside SRM limits	C06-02	Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)	C06-03	Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing (outside limits)	C06-04	Indicate the particulars of the situation observed
C06	M	3			Significant signs of corrosion	C06-05	Indicate the particulars of the situation observed
C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable	C06-06	Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside limits	C06-07	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C07	Powerplant and pylon	Check for: • dents and loose/missing fasteners; • LPT/LPC blades (where visible), obvious damage to sensors; • cracks; • panels are aligned and handles are flushed; • unusual damage and leaks; • the condition of the thrust reverser; • the condition of the Intake acoustic liners; • presence and legibility of the markings and placards. *Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.*

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 required by the manufacturer not applied or unreadable	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	Safety markings not applied or unreadable	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	C07-03	Indicate the particulars of the situation observed
C07	M	3			Damage (dents, nicks, cracks) outside limits	C07-04	Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside AMM limits	C07-05	Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel, hydraulics) outside AMM limits	C07-06	Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles	C07-07	Indicate the particulars of

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
					misaligned or not flush outside AMM limits		the situation observed
C07	M	3			Screws/rivets loose or missing, outside limits	C07-08	Indicate the particulars of the situation observed
C07	M	3		Leak	Thrust reverser/blocker doors not fully stowed	C07-09	Indicate the particulars of the situation observed

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

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) damaged beyond AMM limit	C08-01	Indicate the particulars of the situation observed
C08	M	3			Propeller de-icing system unserviceable (outside MEL/AMM limits)		Indicate the particulars of the situation observed
C08	M	3			Propeller(s) damaged beyond AMM limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C10C09	Obvious repairs	Check for repairs of unusual design or poorly performed. *Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent & buckle chart). However, the PIC has to have the knowledge of the status of the temporary repairs in order to be satisfied that the aeroplane remains airworthy.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C09	I	2	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;	No information about temporary repairs	C10-01	Indicate the particulars of the situation observed
C09	M	2			Previous repair in poor condition	C10-02	Indicate the particulars of the situation observed
C09	M	3			Repairs obviously not carried out in accordance with the applicable AMM/SRM	C10-03	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C11C10	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
C11C10	M	3			Structural damage affecting the airworthiness of the aircraft	C11-01	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C12C11	Leakage	Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice). *Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.*

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 limits	C12-01	Indicate the particulars of the situation observed
C11	M	3			Servicing doors/panels, drains blocked by ice or other debris	C12-02	Indicate the particulars of the situation observed

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

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	D01-01	Indicate the particulars of the situation observed
D01	I	2	A8-IIIA-1.4, A8-IIIB-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	D01-02	Indicate the particulars of the situation observed
			A8-IIIA-1.5, A8-IIIB-1.4	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.			
D01	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 ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could	Safety markings not applied or unreadable	D01-03	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
				jeopardize the safety of the aeroplane in subsequent flights.			
D01	M	3			Cargo bay smoke detection test fail or outside MEL limits	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 the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Blow-out panels pushed, damaged or missing (outside AMM/MEL limits)	D01-05	Indicate the particulars of the situation observed
D01	M	3			Damage to panelling and/or lining outside limits	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	D01-07	Indicate the particulars of the situation observed
D01	M	3			Floor locks unserviceable outside MEL limits (with cargo)	D01-08	Indicate the particulars of the situation observed
D01	M	3			No or unserviceable required barrier net	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)	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 AMM/SRM limits	D01-11	Indicate the particulars of the situation observed
D01	I	3	A8-IIIA-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	Cargo compartment (s) not equipped with fire suppression systems	D01-12	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
				and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.			
			A8-IIIB-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; 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 AMM/MEL limits	D01-13	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
D02	Dangerous Goods	If dangerous good are on board, check that the pilot has received appropriate notification. Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air). *Note: if a finding is raised on this point, report it under A04 – Manuals.* 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. Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284). Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the Ops Spec, report it under A10. Check, when required, the crew access to the cargo area in case of transportation of CAO goods.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

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	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	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	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 evidence of leakage from, or damage to, any dangerous goods contained therein. 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. 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	Damaged and/or leaking packages/overpacks containing DG	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
				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.			
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	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	D02-06	Indicate the particulars of the situation observed
D02	I	2	DOC 9284 (Part 7)	• 2.7.1 Each unit load device containing dangerous goods which require a class hazard label must clearly display on its exterior an indication that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible. • 2.7.2 This indication must be provided by attaching to the unit load device an identification tag having a border of prominent red hatchings on both sides and the minimum dimensions of 148mmx 210 mm. The primary and subsidiary	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	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
				hazard class(es) or division(s) numbers of such dangerous goods must be clearly marked on this tag. • 2.7.3 If the unit load device contains packages bearing "Cargo aircraft only" label, either that label must be visible or the tag must indicate that the unit load device can only be loaded on a cargo aircraft. • 2.7.4 The tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.			
D02	I	3	DOC 9284 (Part 7)	• 2.7.1 Each unit load device containing dangerous goods which require a class hazard label must clearly display on its exterior an indication that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible. • 2.7.2 This indication must be provided by attaching to the unit load device an identification tag having a border of prominent red hatchings on both sides and the minimum dimensions of 148mmx 210 mm. The primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods must be clearly marked on this tag. • 2.7.3 If the unit load device contains packages bearing "Cargo aircraft only" label, either that label must be visible or the tag must indicate that the unit load device can only be loaded on a cargo aircraft. • 2.7.4 The tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.	Required identification tag missing (CAO packages inside)	D02-08	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
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	D02-09	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	D02-10	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 accordance with the information provided by the manufacturer. No dangerous residue must adhere to the			

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				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	D02-11	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	D02-12	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	D02-13	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	DG carried in the cabin or on the flight deck not permitted by the	D02-14	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
				flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.	provisions of the technical instructions		
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.	No access to DG packages labelled "Cargo aircraft only" where required	D02-15	Indicate the particulars of 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	D02-16	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(a)	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	D02-17	Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
D03	Safety of cargo on board	Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight). *Note: Not all aircraft have load height restrictions.* Check that flight/fly-away kit and spare wheels are correctly secured. Check that cargo is correctly secured. Check the condition of cargo containers, pallets, lock assemblies and lashing nets. Check the condition of the cargo compartment dividing nets. *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.*

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	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	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	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	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 that: e) any load carried is properly distributed and safely secured	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers affecting the structural integrity and their intended function	D03-05	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
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 beyond AMM limits	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	D03-07	Indicate the particulars of the situation observed

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**	**Instructions for completing the detailed description**
E01						

D. DRAFT DECISION instructions on the categorisation of findings for SACA

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

The list of PDFs to be used for ramp inspections performed on aircraft used by operators under the regulatory oversight of another Member State (SACA), is based on the following documents:

- The Annexes to 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 (EC) No 2042/2003 of 20/10/2003 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 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.
- 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.

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.

Part 1 Operations: International Commercial Air Transport –Aeroplanes

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	E	1	ORO.SEC.100.A (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	Door (un)locking mechanism at (Co)Pilot station N/A or U/S		

				designed to meet the applicable airworthiness requirements.			
A01	E	1	CAT.IDE.A.215	Aeroplanes shall be equipped with: (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;	Placard "Crew only" not applied or not readable		Indicate the particulars of the situation observed
A01	E	2	ORO.SEC.100.A (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		
A01	E	1	ORO.SEC.100.A (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 100.A.(a): 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 monitoring system not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)		Indicate the particulars of the situation observed
A01	E	2	ORO.SEC.100.A (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 100.A.(a):: 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)		
A01	E	3	ORO.SEC.100.A (c)	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 100.A.(a):: 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 MEL limits)		
A01	E	3	ORO.SEC.100.A (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 MEL limits)		
A01	M	3			Damages to flight deck windows outside AMM limits		Describe nature and extent of damage
A01	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		Describe the observed situation vs. the requirements in the OPS Manual
A01	E	3	CAT.GEN.MPA.100	b) The crew member shall:	Flight Crew member not in compliance with the flight and duty time rules		Describe the observed

				(4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;			situation vs. the requirements in the OPS Manual
A01	E	3			Interior equipment and/or other object(s) not correctly secured or stowed		Indicate what interior equipment/object(s) was not secured
			CAT.OP.MPA.160 Stowage of baggage and cargo (b)	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 .			
			AMC1 CAT.OP.MPA.160 Stowage of baggage and cargo STOWAGE PROCEDURES	(Procedures established by the operator to ensure that hand baggage and cargo are adequately and securely stowed should take account of the following: (a) each item carried in a cabin should be stowed only in a location that is capable of restraining it; (b) weight limitations placarded on or adjacent to stowages should not be exceeded; (c) under seat stowages should not be used unless the seat is equipped with a restraint bar and the baggage is of such size that it may adequately be restrained by this equipment; <…> (f) baggage and cargo should not be placed where it can impede access to emergency equipment; and (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.			
A01	E	3	ORO.SEC.100.A (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)		
A01	M	3			Lights U/s in warning panel (outside MEL limits)		Indicate the particulars of the situation observed

A01	E	2	CAT.OP.MPA.175 (b) Flight preparation	(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; (	Cockpit installations significantly decreasing pilots vision		Indicate the particulars of the situation observed
A01	E	3	CAT.IDE.A.120 Equipment to clear windshield	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, e.g. with windshield wipers or an equivalent.	Windshield wipers/cleaning/drying system not installed or inoperative and their usage required due to precipitation (outside MEL limits)		Indicate the particulars of the situation observed
A01	E	3	Basic Regulation 216/2008 Annex IV 6a CAT.IDE.A.100 Instruments and equipment — general	The aircraft must not be operated unless (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iii) the maintenance of the aircraft is performed in accordance with its maintenance programme. CAT.IDE.A.100 Instruments and equipment — general (a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder; (5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices. (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: (1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with	Equipment installations obviously not in compliance with Part-CAT and Part-M		Indicate the particulars of the situation observed

				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 (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. (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. (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. (e) All required emergency equipment shall be easily accessible for immediate use.		
			M.A.501 Installation	(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 Part 21 Subpart Q, unless otherwise specified in Annex (Part-21) to Regulation (EC) No 1702/2003, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation. (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. (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. (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		

A01	E	2	CAT.IDE.A. 215 Internal doors and curtains CAT.IDE.A. 275 Emergency lighting and marking	(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; (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 must be secured open during take-off and landing; and (b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include: (1) sources of general cabin illumination; (2) internal lighting in floor level emergency exit areas; (3) illuminated emergency exit marking and locating signs; (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; (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 (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	Operational flight deck markings and/or placards missing or incorrect		Indicate the particulars of the situation observed
A01	E	2	ORO.GEN.110 Operator responsibilities	(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 certificate. (b) Every flight shall be conducted in accordance with the provisions of the operations manual. (c) The operator shall establish and maintain a system for exercising operational control over any flight operated under the terms of its certificate. (d) The operator shall ensure that its aircraft are equipped and its crews are qualified as required for the area and type of operation.	Inadvertently exposed electrical cables/wires in the cockpit		Indicate the particulars of the situation observed

			M.A.201 Responsibilities	(a) The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless: 1. the aircraft is maintained in an airworthy condition, and; 2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and; 3. the airworthiness certificate remains valid, and; 4. the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in M.A.302. (b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if: 1. the lessee is stipulated on the registration document, or; 2. detailed in the leasing contract. When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable. (c) Any person or organisation performing maintenance shall be responsible for the tasks performed. (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.			
A01	M	3			Windshield delamination outside AMM limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title			Inspecting Instructions			
A02	Emergency Exit			Check serviceability of exits and, when ropes are installed, check that they are secured. Check whether access to emergency exits is restricted or impeded. *Note: Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before flight. If the crew is unable to confirm this, a finding may be appropriate.*			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A02	E	3	CAT.OP.MPA.230 AMC2	Securing of passenger compartment and galley(s) (a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.	Access to emergency exit impeded		Indicate why the access to emergency exit is impeded

			CAT.OP.MPA.165 Passenger seating	ACCESS TO EMERGENCY EXITS The following categories of passengers are among those who should not be allocated to, or directed to, seats that permit direct access to emergency exits: (a) passengers suffering from obvious physical or mental disability to the extent that they would have difficulty in moving quickly if asked to do so; (b) passengers who are either substantially blind or substantially deaf to the extent that they might not readily assimilate printed or verbal instructions given; (c) passengers who because of age or sickness are so frail that they have difficulty in moving quickly; (d) passengers who are so obese that they would have difficulty in moving quickly or reaching and passing through the adjacent emergency exit; (e) children (whether accompanied or not) and infants; (f) deportees, inadmissible passengers or persons in custody; and (g) passengers with animals.			
A02	E	3	CAT.IDE.A.265 Means for emergency evacuation	(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		
A02	E	3	CAT.IDE.A.100 Instruments and equipment — general	(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 MEL)		Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)
			CAT.IDE.A.265 Means for emergency evacuation	(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	**All Flights:** a) TAWS (E-GPWS) Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions. When an operational test can be performed by the pilot, it should be requested *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.* *Note: some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil the ICAO requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO requirements.* In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight. b) ACAS II (TCAS) Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. When an operational test can be performed by the pilot, it should be requested. *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.* In the case where an aircraft is found not to be fitted with a compliant TCAS/ACAS II system then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight. For aircraft with their first CoA issued on or after 1 March 2012, check if ACAS II, software version 7.1 is installed. This can be done by performing a test of aural warnings; version 7.1 will have the extra resolution advisory “Level off, level off” (this requirement is only applicable in the territory of the EU Member States, Iceland, Norway and Switzerland). c) Cockpit Voice Recorder When an operational test can be performed by the pilot, it should be requested. *Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.* **Flights in designated airspace:** a) RVSM Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614). *Area of applicability (ICAO Doc 7030):* *2.1.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the following flight information regions/upper flight information regions (FIRs/UIRs): Amsterdam, Ankara, Athinai, Barcelona, Beograd, Berlin, Bodo, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kharkiv, København, Kyiv, Lisboa, Ljubljana, London, L'viv, Madrid, Malmö, Malta, Milano, Minsk, München, Nicosia, Odesa, Oslo, Praha, Rhein,*

				Riga, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Stockholm, Sundsvall, Switzerland, Tallinn, Tampere, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Zagreb. *2.1.2 RVSM shall be applicable in either all, or part of, that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs/UIRs: Canaries (AFI Region), Casablanca, Tunis.* b) RNAV Check that the aircraft is equipped with RNAV equipment. For operations in airspace designated as B-RNAV or P-RNAV check if the aircraft meets the Required Navigation Performance (RNP) requirements. c) MNPS Check whether the equipment unserviceability (if any) renders the aircraft non-MNPS capable. *Area of applicability (ICAO Doc 7030):* *The MNPS shall be applicable in that volume of airspace between FL 285 and FL 420 within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic and New York, excluding the area west of 60°W and south of 38°30'N.* d) 8.33 kHz channel spacing Check that radio equipment is 8.33 kHz channel spacing capable. This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 kHz on the radio control panel. The panel should normally show 6 digits – however some radio control panels may omit the leading “1” and display only 5 digits, e.g. 32.055. *Area of applicability:* *The carriage of 8.33 kHz channel spacing capable radio equipment is mandatory for operations in the specified ICAO EUR region for flights above FL 195.* *Note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a cat. 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.*		
Inspection Item	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 clearly not being used during operation by crew		Indicate the particulars of the situation
A03	E	3	CAT.IDE.A.155	Unless otherwise provided for by Regulation (EU) No […]/2011, turbine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than 19 shall be equipped with ACAS II.	ACAS II N/A or U/S (outside MEL limits)		Indicate the particulars of the situation observed
A03	E	2	A2-2.3.1	2.3.1 Responsibility of pilot-in-command The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.	Aircraft with first CoA issued on or after 1 March 2012 not equipped with ACAS II, software version 7.1		Indicate the particulars of the situation observed

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 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;	TAWS with forward looking terrain avoidance function not installed or unserviceable (outside MEL limits)		Indicate if no system at all was found or if the forward looking function is missing. If unserviceable, specify the reason.
			CAT.IDE.A.150 (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.			
			CAT.IDE.A.150 (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.			
			CAT.IDE.A.150	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.			
A03	E	3	EUR 3.2.1	All aircraft operating above FL 195 in the European Region shall be equipped with 8.33 kHz channel spacing capable radio equipment.	Radio channel spacing does not meet the airspace requirements for the filed flight plan		
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 MEL limits)		Indicate what equipment was N/A or U/S and type of operation
			CAT.IDE.A.345 (a) & (d)	(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 (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.			

A03	E	3	CAT.IDE.A.185 (a) & (b)	(a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR): (1) aeroplanes with an MCTOM of more than 5 700 kg; and (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 1990. (b) The CVR shall be capable of retaining the data recorded during at least: (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; (2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998; or (3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2).	Cockpit Voice Recorder inoperative (outside MEL limits)		
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 MEL limits)		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
A04	Manuals	Check for presence of Operations Manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual). Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM). *Note: Not all parts of the OPS Manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations.* *Note: in the Ops. manual the following subjects, in particular, could be checked:* - *presence of instructions and data for mass and balance control.* - *the list of the navigational equipment to be carried including any requirements relating to operations where performance-*

				based navigation is prescribed. - *Presence of data that enables the crew to carry out performance calculations* - *Information on fuel planning* - *Flight and duty time requirements* - *Safety precautions during refuelling with passengers on board.* - *Instructions on the carriage of dangerous goods (with DG on board)"* Check if the flight crew is able to understand the language in which the OPS Manual and/or AFM are written. *Note: ICAO standards do not require the manuals to be written in English language. Such a case does not constitute a finding unless it is obvious that the pilot(s) do not understand the language in which the manuals are written.* *Note: the impact on safety is different in case only one flight crew member is not able to understand the language of the OM, or if it is not understood by any of the flight crew members. This is reflected in the respective cat 2 and cat 3 pre-described findings.* *Note: Annex 6 does require that specific parts of the Operations Manual be approved by the National Authority. However, the Annex does not require that proof of such approval be contained in the manual itself. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval does not constitute a finding.*			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
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;	No or incomplete parts of the Operations Manual pertaining to flight operations on board		Indicate what information is missing
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;	No or incomplete aircraft flight manual (AFM) on board		Indicate the particulars of the situation observed
A04	E	2	216/2008, Annex IV, paragraph 8.b.	The operation for commercial purposes and the operation of complex motor-powered aircraft must only be undertaken in accordance with an operator's operations manual. Such manual must contain all necessary instructions, information and	No rules on flight time, flight duty and rest time limitations in the Operations manual		

				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.			
A04	E	2	ORO.MLR.100 (d)(e)(f)	. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up-to-date with the amendments or revisions supplied by the operator.	Operations manual not up to date		Indicate the particulars of the situation observed
A04	E	2	ORO.MLR.100 (d)(e)(f)	(d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up-to-date with the amendments or revisions supplied by the operator.	Operations manual not issued by the operator		Indicate the particulars of the situation observed
A04	E	2	ORO.MLR.100 (d)(e)(f)	(d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up-to-date with the amendments or revisions supplied by the operator.	Operations Manual published in a language not understood by a member of the flight crew		Indicate the particulars of the situation observed
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		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	No information and instructions in Operations Manual on the actions to be taken in the event of an emergency (DG on board)		Indicate the particulars of the situation observed

				supplements and any other addenda or corrigenda.			
A04	E	3	ORO.MLR.100 (d)(e)(f)	(d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up-to-date with the amendments or revisions supplied by the operator.	Operations Manual published in a language not understood by any of the flight crew members		Indicate the particulars of the situation observed

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

Inspection Item	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		Indicate what details do not conform
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		
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	Normal, abnormal and emergency checklists not readily accessible to all relevant flight crew members		Indicate the particulars of the situation observed

				the latest relevant documentation from the aircraft manufacturer.			
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		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		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		

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	E	2	CAT.IDE.A.355(d)	The operator shall ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.	Navigation database out of date (within MEL limits)		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	E	3	CAT.IDE.A.355(d)	The operator shall ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.	Navigation database out of date (outside MEL limits)		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	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)		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.			
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		Indicate: – what charts are not up to date – the expiration date of the database
			CAT.IDE.A.355(d)	The operator shall ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.			
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		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	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		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.			
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		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	Check if the MEL is available. *Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.* Check if the MEL is not less restrictive than MMEL. *Note: If it is found that the MEL does not incorporate the latest revision of the MMEL, this should be reported as a General Remark (cat. G).* *Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.* *Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.* Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures. Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material ("*ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.*") but should mention the actual required number. *Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.* Check if the deferred defects (if any) are in accordance with the MEL instructions. *Note: Annex 6 does require that the MEL is approved by the State of Operator. However, the Annex 6 does not require that proof of such approval be contained in the MEL itself or has to be carried on board. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A07	E	2	216/2008, Annex IV, paragraph 8.a.3.	8.a.3 the operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking	MEL does not reflect aircraft configuration or the operations specifications		Indicate the particulars of the situation observed

				account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;			
			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.			
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)		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)		Indicate the particulars of the situation observed
A07	E	3	216/2008, Annex IV, paragraph 8.a.3. (iii)	The MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)		Indicate the particulars of the situation observed
			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;			
A07	E	2	216/2008, Annex IV, paragraph 8.a.3 (iii)	The MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)		Indicate the particulars of the situation observed
			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;			
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	MEL not available (no deferred defects)		

			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	Some MEL items not fully customised (but no defects affecting those items)		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.	MMEL instead of MEL		
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.	Some MEL items not fully customised (with defects affecting those items)		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	MEL not available (with deferred defects)		
			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			Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against “No valid CofR or cannot be shown by crew”. Check if its format and content are in accordance with the requirements and whether translated into the English language. Check for fireproof identification plate (usually near the left forward door). Compare the data on the plate with that on the C of R. *Note: Annex 7 requires that a fireproof plate needs to be installed near the main entrance. It is often found that the plate is located somewhere else on the aircraft. Although it is not compliant to the requirements, the safety relevance is rather low and therefore no finding should be raised.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofR was not found on board during the inspection, the Category 2 PDF reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).*			
Inspection Item	Std.	Cat.	Std. ref.	Standard’s Text	Pre-described Finding	PDF code	Instructions for completing the detailed

							description
A08	E	1	A7-7.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.	CofR format not in accordance with Annex 7		
A08	E	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		
A08	E	1	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		
A08	E	2	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.	Mismatch of data on CofR and identification plate		Indicate the particulars of the situation observed
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		
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 not carried on board.		

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

			EC 216/2008, Art. 6	1. Products, parts and appliances shall comply with the environmental protection requirements contained in Amendment 8 of Volume I and in Amendment 5 of Volume II of Annex 16 to the Chicago Convention as applicable on 24 November 2005, except for the Appendices to Annex 16.			
			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		

Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	Check for presence and accuracy (including the Operations Specifications). Check if format (layout and content) of AOC and OPS Specs is in compliance with Annex 6 (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. *Note 1: although ICAO requires a specific layout, no finding but a Category G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.* *Note 2: ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transporting DG, a cat. 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").* Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), (B/P)RNAV, RVSM, MNPS, ETOPS, dangerous goods, and others required for the particular type of operation). *Note: The OPS Regulation in CAT.GEN.MPA.180 requires "a certified true copy of the air operator certificate (AOC) to be carried during each flight. Therefore, if an inspector finds a non-certified copy of the AOC on board this may constitute a finding (* *Note: If the AOC and/or OPS Specs were not found on board during the inspection, the Category 3 PDF reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).* Check for the TCO authorisation (presence and validity). Check that the privileges and the scope of the operations do not exceed what has been granted by the TCO Authorisation.

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 to 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 OPS Specs not in accordance with provisions of Appendices I to II (Part-ARO)		
A10	E	2	ARO.GEN.310 (b) Appendices I to 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 to 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 Appendices I to II (Part-ARO)		
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 to 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		
A10	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: (5) a certified true copy of the air operator certificate (AOC) and a copy of the operations specifications relevant to the aircraft type, including an English translation when the AOC and operations specifications have been issued in another language;	No English translation		
A10	E	3	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 to 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).	Commercial Air Transport operations not in accordance with the operations specifications		Please provide additional information (specific type of operation)
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		
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); (6) the operations specifications relevant to the aircraft type, issued with the AOC;	A valid AOC and/or operations specifications for the flights performed was issued but not carried on board at the time of the inspection.		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
A11	Radio Licence	Check for presence and accuracy. Check for the correct name/callsign. *Note: Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/callsign, "the general characteristics of the installation" into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.* *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation.* *Note: Certain Radio Licences contain expiration date. If a Radio Licence if found to be expired, this should be recorded as a General Remark only.*

Inspection Item	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		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.		
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 Radio Station Licence issued		
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		

Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	Check for presence, accuracy and validity. If no original (or certified copy) CoA is carried on board, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. Check if its content is in compliance with the requirement (including English translation if written in another language). *Note: In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a cat. 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of registry that the aircraft has a valid CofA.*

				Note: Certain States (e.g. EASA states) issue Certificates of Airworthiness which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity. *Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.* *Note: If the CofA was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if during the follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation).*			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A12	E	1	EU 748/2012 Regulation (EU) no 478/2012, Subpart H, 21.B.325	EU 748/2012 (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 478/2012 requirements		Indicate the particulars of the situation observed
A12	E	2	Regulation (EU) no 478/2012, Annex I, Appendices	When the Forms of this Annex are issued in a language other than English they shall include an English translation	No English translation		
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);	CofA not issued nor rendered valid by the State of registry		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.		
A12	E	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		
			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 on board.		

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

				Note: depending of the type of operations, the item 10 of the flight plan shall contain the following designators: *"R" for B-RNAV operations;* *"P" for P-RNAV operations (in addition to "R");* *"Y" for flights in (portions of) airspace where the carriage of 8.33 KHz capable radio equipment is mandatory;* *"W" for RVSM operations;* *"S" for aircraft equipped with Mode-S Transponder.*			
Inspection Item	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		
			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.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.	ATC Flight plan incorrect		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 basic area navigation (B-RNAV) operations, as set out in 4.1.1.5.2, shall insert the designator "R" in Item 10 of the flight plan.			
			EUR 2.1.2.2	Operators of aircraft approved for precision area navigation (P-RNAV) operations, as set out in 4.1.1.5.2, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.			
			EUR 2.1.2.4	Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements of 4.1.1.5.2.4 before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and			

				the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled and an appropriate new flight plan shall be submitted.			
			EUR 2.1.2.5	In addition, where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements of 4.1.1.5.2.6 before departure, the operator of the aircraft shall not insert the designators “S” or “R” or “P” in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on an RPL, the RPL shall be cancelled and an appropriate new flight plan shall be submitted.			
			EUR 2.1.8.1	For flights conducted wholly or partly in the volume of airspace where the carriage of 8.33 kHz channel spacing radio equipment is mandatory, as specified in 3.2.1, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in Item 10 of the flight plan for aircraft equipped with 8.33 kHz channel spacing capable radio equipment, or the indicator STS/EXM833 shall be included in Item 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage requirement. Aircraft normally capable of operating above FL 195 but planning to fly below this level shall include the letter Y as specified above.			
			EUR 2.1.8.2	In case of a change in the 8.33 kHz capability status for a flight planned to operate in the area specified in 3.2.1, a modification message shall be sent with the appropriate indicator inserted in the relevant Item.			
			EUR 2.1.5.1	Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.			
			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 2.1.6.2	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above to a destination aerodrome within the lateral limits of RVSM airspace shall include the following in Item 15 of the flight plan form: a) the entry point at the lateral limits of RVSM airspace; and b) the requested flight level below FL 290 for that portion of the route commencing at the entry point. Note.— Refer to 6.10.2.4.1 for related ATC requirements.			

			EUR 2.1.6.3	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of RVSM airspace, shall include in Item 15 of the ICAO flight plan form, a requested cruising level below FL 290. Note.— Refer to 6.10.2.4.2 for related ATC requirements.			
			EUR 2.1.6.4	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome within the lateral limits of RVSM airspace to a destination aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above shall include the following in Item 15 of the ICAO flight plan form: a) a requested flight level below FL 290 for that portion of the route within the lateral limits of RVSM airspace; and b) the exit point at the lateral limits of RVSM airspace and the requested flight level for that portion of the route commencing at the exit point. Note.— Refer to 6.10.2.4.3 for related ATC requirements.			
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;	ATC flight plan not carried on board		
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) ground facilities and services 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		Indicate the particulars of the situation observed
A13	E	3	CAT.GEN.MPA.180(a)	(a) The following documents, manuals and information shall be	Fuel on board less than minimum		Indicate the

				carried on each flight, as originals or copies unless otherwise specified: (18) appropriate meteorological information;	requirements		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. (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: (1) trip fuel for the remainder of the flight; and (2) 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			

				(3) extra fuel if required by the commander.			
			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); (3) the parts of the operations manual that are required for the conduct of the flight are available; (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) ground facilities and services 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.			
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) ground facilities and services 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; …	Flight crew unaware of departure, destination or alternate airports NOTAMs.		Indicate the particulars of the situation observed
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		
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.	No icing inspection performed by crew or ground staff with ground icing conditions		

				(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.			
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		Indicate why the OFP is incorrect
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		
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. 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. (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: (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	No or unsuitable alternate(s) airports selected		Indicate the selected aerodrome(s) and why they are unsuitable

				(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 (c) The operator shall select two destination alternate aerodromes when: (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	3	CAT.OP.MPA.185	Planning minima for IFR flights - aeroplanes (a) Planning minima for a take-off alternate aerodrome The operator shall only select an aerodrome as a take off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above	No weather forecast available indicating that the destination or destination alternate aerodrome conditions are at or above minima		Indicate the particulars of the situation observed

				MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1.			
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		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. (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: (1) trip fuel for the remainder of the flight; and (2) 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 (3) extra fuel if required by the commander. 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) ground facilities and services 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.			
			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); (3) the parts of the operations manual that are required for the conduct of the flight are available; (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) ground facilities and services 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.			
A13	E	3	SPA.ETOPS.110	(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. (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. (c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.	Required en-route alternate(s) (ETOPS) not available		Indicate what en-route alternate(s) was not available
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.	ETOPS en-route alternate aerodrome below planning minima		
A13	E	3	CAT.GEN.MPA.180(a)(18)	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 checked before departure		
			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. (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: (1) trip fuel for the remainder of the flight; and (2) 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 (3) extra fuel if required by the commander.			
			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); (3) the parts of the operations manual that are required for the conduct of the flight are available; (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) ground facilities and services 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.			
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		Indicate the particulars of the situation observed
			SPA.ETOPS.110	(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. (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. (c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.			

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.	Alternate airport(s) (or indication of operators' contacts in case of RPL) considered in OFP but not specified in the ATS flight plan		Indicate the particulars of the situation observed
			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. 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. (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: (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 (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 (c) The operator shall select two destination alternate aerodromes when: (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	O	G			No fuel consumption monitoring performed when required by the OPS Manual		Indicate the applicable reference in the OPS Manual requiring the flight crew to carry out in-flight fuel consumption monitoring

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

Inspection Item	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 no effect on the performance calculations.		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 distribution is such that the mass and balance limits of the aircraft are not exceeded. (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.			
A14	E	3	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, but affecting the performance calculations.		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 distribution is such that the mass and balance limits of the aircraft are not exceeded. (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.			
A14	E I	2	CAT.POL.MAB.105	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. (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	Insufficient data to enable the crew to check the Mass & balance calculations		Provide further information as to what in particular cannot be checked by the crew on the Mass & balance calculations

				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.			
A14	E	3	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.	Mass & balance outside operational limits		Indicate the particulars of the situation observed
			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 distribution is such that the mass and balance limits of the aircraft are not exceeded. (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.			
A14	E	2	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. (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. (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.	Load sheet does not reflect actual load distribution but within A/C limits		Indicate the particulars of the situation observed
A14	E	3	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.	No mass and balance calculations performed		
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		
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		
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		

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

Inspection Item	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	(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.	HFE not at indicated location		Provide further information as to where the HFE was found and where it is its indicated location
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use.			
			CS 25.1411, 1415, 1421, 1423; CS 23.1411, 1415	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 – Be arranged so that the equipment is directly accessible and its location is obvious;			

				1421 Megaphones 1423 Public address systems			
A15	E	2	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.	HFE not marked with the appropriate operating instructions		
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use.			
			CS 25.1411, 1415, 1421, 1423; CS 23.1411, 1415	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 – Be arranged so that the equipment is directly accessible and its location is obvious; 1421 Megaphones 1423 Public address systems			
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 ,	HFE empty, unserviceable or missing outside MEL limits		Indicate the particulars of the situation observed

				conveniently located 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, 1415, 1421, 1423; CS 23.1411, 1415	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 – Be arranged so that the equipment is directly accessible and its location is obvious; 1421 Megaphones 1423 Public address systems			
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.	HFE not accessible		
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use.			
			CS 25.1411, 1415, 1421, 1423; CS 23.1411, 1415	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 – Be arranged so that the equipment is directly accessible and its location is obvious; 1421 Megaphones 1423 Public address systems			

Inspection Item	Inspections Item Title			Inspecting Instructions			
A16	Life jackets/flotation device			Check for presence, access, sufficient number and serviceability. *Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.* *Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.* *Note: In the case where spare life jackets have been found to be unserviceable this should reported as General Remark (Cat. G).*			
Inspection Item	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	(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. (c) Seaplanes operated over water shall be equipped with: (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 (2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable (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	Life jackets/flotation devices not easily accessible when required for the type of flight		Provide further clarification as to why the required life jackets/flotation devices are not easily accessible

				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: (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; (2) a survivor locator light in each life-raft; (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and (4) at least two survival ELTs (ELT(S)).			
A16	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 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. (c) Seaplanes operated over water shall be equipped with: (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 (2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable (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,	Insufficient number of life jackets/flotation devices available and required for the type of flight		Indicate the particulars of the situation observed

				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: (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; (2) a survivor locator light in each life-raft; (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and (4) at least two survival ELTs (ELT(S)).			

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

				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.			
A17	E	2	CAT.IDE.A.205	(a) Aeroplanes shall be equipped with: (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; (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.	No or unserviceable safety harness for a flight crew seat other than the pilot seats (e.g. large crew configurations)		
A17	E	3	CAT.IDE.A.205(a)5 & (b)	(a) Aeroplanes shall be equipped with: (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; (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.	No or unserviceable safety harness for each pilot seat (outside MEL limits)		

Inspection Item	Inspections Item Title	Inspecting Instructions
A18	Oxygen equipment	Check for presence, access and condition. Check if the oxygen masks allow for a quick donning (rapid fitment). *Note: ICAO does not provide a detailed definition of what is a "quick donning" mask. The inspector must therefore act carefully when raising a finding on this matter. Masks that do not meet all the FAA or EU-OPS criteria (place on the face with one hand, less than 5 sec…) must be reported as general remark (G). However, a legitimate finding on the lack of quick donning masks can be raised if the flight crew is unable to prove that :* *- the masks are serviceable for all the flight crew members,* *- the masks enable radio communication,*

- the masks do not represent an hindrance to flight crew members wearing glasses.
Check oxygen cylinder pressure. In case of low pressure, check the minimum required according to the OPS manual. Flight Crew can be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity.
Note: ICAO does not require oxygen masks or oxygen bottles to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the oxygen masks. An oxygen mask or bottle without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.
Note: In the case where the inspection reveals that the smoke goggles are unserviceable this should be reported as a General Remark (Cat. G).
Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A18	E	3	CAT.IDE.A.245	(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: (1) oxygen for each flight crew member on duty in the flight crew compartment; (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and (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. (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. (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station. (d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the	Protective breathing equipment not available or U/S		Indicate the particulars of the situation observed

				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. (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.			
A18	E	3	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;	Oxygen equipment not readily accessible and required for the type of flight		Provide further information as to why the required oxygen equipment is not readily accessible
			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		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		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 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. (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. (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. (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. (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. (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.			
			CAT.IDE.A.245(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: (1) oxygen for each flight crew member on duty in the flight crew compartment; (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and (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.			
			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	(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 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. (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. (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.	Unserviceable oxygen system		Indicate the particulars of the situation observed

				(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. (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. (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.			
			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.			

Inspection Item	Inspections Item Title			Inspecting Instructions			
A19	Flash light			Check that appropriate electric torches are readily available at all crew member stations. Check their condition, serviceability and access. Please note that all flights, including those departing in daylight, shall meet this requirement. *Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.* *Note: If only personal torches are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as General Remark (Cat. G).*			
Inspection Item	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.	Serviceable portable lights available for both pilots, but not for other required crew member.		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.	Portable lights not readily accessible to crew members when seated at their designated stations.		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.	Insufficient number of serviceable portable lights for each required crew member.		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence	Check for presence and validity of crew licences and appropriate ratings. If the licence of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. 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 GM8 ARO.RAMP.130 Assessment of findings on certificates and licenses prior to categorisation. Check if form and content (including English translation) is in compliance with ICAO Annex 1. Check if the flight crew members are meeting the age requirements (pilots over 60 years). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence. Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses). Check for endorsement of English language proficiency (ELP) in the licence. *Note: The explicit mentioning of the ELP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.* *Note: Information about the countries which have filed a corrective action plan with ICAO, as requested by the Resolution A36-11, can be found on the ICAO FSIX web-page: http://www.icao.int/fsix/lp.cfm .* *Note: ICAO urges Contracting States to take a flexible approach towards States which made progress with regard to their implementation plans for language proficiency. Therefore, for those States no cat. 3 findings should be raised. Language proficiency findings on licences issued by States which did not file a corrective action plan shall be categorised as cat. 3 findings.* *Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a General Remark.* *Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc. .* *Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for*

				the purpose of renewal, etc. – in this cases a finding should not be raised. *Note: If the licence of a flight crew member was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the category 1 finding "Flight crew holding appropriate Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the category 3 finding "Flight crew without appropriate licence" requiring corrective actions before the flight is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence).* *Note: Inspectors have to take into account, when inspecting European flight crew licences, the mutual recognition of those licences amongst several European States. This document is available at the following link: http://easa.europa.eu/approvals-and-standardisation/mutual-recognition.php . Moreover, licences issued under Part FCL enjoy automatic mutual recognition in all EASA states (27 EU Member States + Iceland, Norway, Switzerland) (e.g. a person holding a licence issued by one of the EASA states can exercise his/her privileges on any aircraft registered in any EASA state without any additional need for validation).*			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	E	2	Regulation (EU) No 290/2012, Appendix I to Annex VI Part-ARA	The flight crew licence issued by a Member State in accordance with Part-FCL shall conform to the following specifications: (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. (1) Permanent items: (I) State of licence issue; (II) title of licence; (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;	Form and/or content not in compliance with Appendices I and VI to ANNEX VI PART-ARA (licence, medical certificate)		Indicate what document (licence, medical certificate)

				(IV) name of holder (in latin script, even if the script of the national language(s) is other than latin); (IVa) date of birth; (V) holder's address; (VI) nationality of holder; (VII) signature of holder; (VIII) competent authority and, where necessary, conditions under which the licence was issued; (IX) certification of validity and authorisation for the privileges granted; (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.			
			Regulation (EU) No 290/2012, Appendix I to Annex VI Part-ARA	The medical certificate shall conform to the following specifications: (a) Content (1) State where the pilot licence has been issued or applied for (I), (2) Class of medical certificate (II), (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), (4) Name of holder (IV), (5) Nationality of holder (VI), (6) Date of birth of holder: (dd/mm/yyyy) (XIV), (7) Signature of holder (VII) (8) Limitation(s) (XIII) (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 (10) Date of medical examination (11) Date of last electrocardiogram (12) Date of last audiogram (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. (14) Seal or stamp (XI) (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. (c) Language: Licences shall be written in the national language(s) and in English and such other languages as the licensing authority deems appropriate. (d) All dates on the medical certificate shall be written in a dd/mm/yyyy format. (e) A standard medical certificate format is shown in this Appendix.			
A20	E	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		
			FCL.740 (a)	The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21.			
A20	E	2	CC-39b	Endorsement of certificates and licences b) Any person holding a licence who does not satisfy in full the conditions laid down in the international standard relating to the class of licence or certificate which he holds shall have endorsed on or attached to his licence a complete enumeration of the particulars in which he does not satisfy such conditions.	No declaration of licence differences compared to ICAO standards		
A20	E	2	A1-1.2.9.4	As of 5 March 2008, aeroplane, airship, helicopter	ELP endorsement		Indicate expiry

				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.	expired		date, the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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.			
			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 (5) use a dialect or accent which is intelligible to the aeronautical community. (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. (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to: (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation; (2) use radio telephony in all phases of flight, including emergency situations; (3) communicate with other crew members during all phases of flight, including flight preparation. (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.			
A20	E	2	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (but corrective action plan filed by the licensing State to ICAO).		Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available

			A1-APP 1	General: 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.			
			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 (5) use a dialect or accent which is intelligible to the aeronautical community.			

				(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. (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to: (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation; (2) use radio telephony in all phases of flight, including emergency situations; (3) communicate with other crew members during all phases of flight, including flight preparation. (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.			
A20	E	3	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (and no corrective action plan filed by the licensing State to ICAO).		Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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.			
			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 (5) use a dialect or accent which is intelligible to the aeronautical community. (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. (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to: (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation; (2) use radio telephony in all phases of flight, including emergency situations; (3) communicate with other crew members during all phases of flight, including flight preparation. (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.			
A20	E	3	A1-1.2.9.4	As of 5 March 2008, 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 and / or level lower than Level 4 (whilst the licensing State filed compliance to ICAO)		Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
			A1-APP 1	General: 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.			
			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 (5) use a dialect or accent which is intelligible to the aeronautical community. (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. (d) Specific requirements for holders of an			

				instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to: (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation; (2) use radio telephony in all phases of flight, including emergency situations; (3) communicate with other crew members during all phases of flight, including flight preparation. (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the competent authority.			
A20	E	2	Regulation (EU) No 290/2012, Appendix I to Annex VI Part-ARA (c)	(c) Language. Licences shall be written in the national language(s) and in English and such other languages as the competent authority deems appropriate.	No English translation of ICAO required items of the licence		
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		
			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. (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	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.	No proper validation issued by the State of registry		
			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	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. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel 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 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	E	2	FCL MED.B.070 (j)	(j) Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction: (1) (i) for distant vision, spectacles or contact lenses shall be worn whilst exercising the privileges of the applicable licence(s); (ii) for near vision, a pair of spectacles for near use shall be kept available during the exercise of the privileges of the licence; (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst	Spare correcting spectacles not available (for multi-pilot operations)		Indicate the particulars of the situation observed

				exercising the privileges of the applicable licence(s); (3) the correction shall provide optimal visual function, be well-tolerated and suitable for aviation purposes; (4) if contact lenses are worn, they shall be for distant vision, monofocal, non-tinted and well tolerated; (5) applicants with a large refractive error shall use contact lenses or high-index spectacle lenses; (6) no more than one pair of spectacles shall be used to meet the visual requirements; (7) orthokeratological lenses shall not be used.			
A20	E	3	FCL.065 (a)	Curtailment of privileges of licence holders aged 60 years or more in commercial air transport (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: (1) as a member of a multi-pilot crew; and (2) provided that such a holder is the only pilot in the flight crew who has attained the age of 60 years.	Both pilots older than 60 years		
A20	E	3		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		
			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	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. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel 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 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.			
			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.			

A20	E	3	FCL MED.A.045	Validity, revalidation and renewal of medical certificates (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; (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 (iii) 12 months after the age of 50. (4) LAPL 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; (ii) 24 months after the age of 40. (5) The validity period of a medical certificate, including any associated examination or special investigation, shall be:	Medical certificate invalid for the privileges being exercised		

				(i) determined by the age of the applicant at the date when the medical examination takes place; and (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. (b) Revalidation Examinations and/or assessments for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate. (c) Renewal (1) If the holder of a medical certificate does not comply with (b), a renewal examination and/or assessment shall be required. (2) In the case of Class 1 and Class 2 medical certificates: (i) if the medical certificate has expired for more than 2 years, the AeMC or AME shall only conduct the renewal examination after assessment of the aero-medical records of the applicant; (ii) if the medical certificate has expired for more than 5 years, the examination requirements for initial issue shall apply and the assessment shall be based on the revalidation requirements. (3) In the case of LAPL medical certificates, the AeMC, AME or GMP shall assess the medical history of the applicant and perform the aero-medical examination and/or assessment in accordance with MED.B.095.			
A20	E	3	FCL.700 FCL.740, FLC.045 // ORO.FC.100	(a) Except in the case of the LAPL, SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except when undergoing skill tests, or proficiency checks	No appropriate type rating on flight crew member's licence		

				for renewal of class or type ratings, or receiving flight instruction. (b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the competent authority, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights. (c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.			
			FCL.705	The privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.			
			ORO.FC.100	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.			
			CC-32a	Licences of personnel 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 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	E	3	FCL MED.B.070 (j)	Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction: (1) (i) for distant vision, spectacles or contact lenses	No correcting lenses available when required		Indicate the particulars of the situation observed

				shall be worn whilst exercising the privileges of the applicable licence(s); (ii) for near vision, a pair of spectacles for near use shall be kept available during the exercise of the privileges of the licence; (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s); (3) the correction shall provide optimal visual function, be well-tolerated and suitable for aviation purposes; (4) if contact lenses are worn, they shall be for distant vision, monofocal, non-tinted and well tolerated; (5) applicants with a large refractive error shall use contact lenses or high-index spectacle lenses; (6) no more than one pair of spectacles shall be used to meet the visual requirements; (7) orthokeratological lenses shall not be used.			
A20	E	3	FCL.065 (a)	Curtailment of privileges of licence holders aged 60 years or more in commercial air transport (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: (1) as a member of a multi-pilot crew; and (2) provided that such a holder is the only pilot in the flight crew who has attained the age of 60 years.	PIC over 60 in single pilot operations		
A20	E	3	FCL.065 (b)	Age 65. 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.	PIC over 65 in multipilot operations		
A20	E	3	FCL MED.B.070 (j)	Spectacles and contact lenses. If satisfactory visual function is achieved only with the use of correction:	Spare correcting spectacles not available (for single pilot		

				(1) (i) for distant vision, spectacles or contact lenses shall be worn whilst exercising the privileges of the applicable licence(s); (ii) for near vision, a pair of spectacles for near use shall be kept available during the exercise of the privileges of the licence; (2) a spare set of similarly correcting spectacles shall be readily available for immediate use whilst exercising the privileges of the applicable licence(s); (3) the correction shall provide optimal visual function, be well-tolerated and suitable for aviation purposes; (4) if contact lenses are worn, they shall be for distant vision, monofocal, non-tinted and well tolerated; (5) applicants with a large refractive error shall use contact lenses or high-index spectacle lenses; (6) no more than one pair of spectacles shall be used to meet the visual requirements; (7) orthokeratological lenses shall not be used.	operations)		
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 was issued but not carried on board at the time of the inspection.		
			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.			

Inspection Item	Inspections Item Title			Inspecting Instructions			
A21	Journey Log Book, or equivalent			Check for presence. *Note: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in Annex 6, Part I, 11.4.1).* Check if content of Journey logbook/General Declaration complies with the requirement and if properly filled in.			
Inspection Item	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		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		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	CAT.GEN.MPA.180(a)9	(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		
			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;			

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A22	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a., 6.d.	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition: 6.d) The aircraft must not be operated unless it is released by qualified persons or organisations, after maintenance. The signed release must contain in particular, the basic details of the maintenance carried out.	PIC did not certify that s/he is satisfied that a maintenance release has been issued		
			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;			

Inspection Item	Inspections Item Title			Inspecting Instructions			
A23	Defect notification and rectification (incl. Tech Log)			Check for any deferred defects (specify in the report where necessary). Check that all defects (minor, major, dents, damages etc.) have been properly reported and assessed. Check if the associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references. When defect deferments include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL. Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL. *Note: There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.*			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	E	1	Annex IV to Regulation (EC) No 216/2008, 6.a., 6.d.	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition: 6.d) The aircraft must not be operated unless it is released by qualified persons or organisations, after maintenance. The signed release must contain in particular, the basic details of the maintenance carried out.	Defect deferred with a wrong MEL/CDL reference		Indicate the particulars of the situation observed
			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.			
			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).			
A23	E	1	Annex IV to Regulation (EC) No	6.a) The aircraft must not be operated unless:	Item closed but not reported as		Indicate the

			216/2008, 6.a., 6.d.	(i) the aircraft is in an airworthy condition: 6.d) The aircraft must not be operated unless it is released by qualified persons or organisations, after maintenance. The signed release must contain in particular, the basic details of the maintenance carried out.	such in the deferred defect list / hold item list		particulars of the situation observed
			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);			
			Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;			
			ORO.MLR.105 MEL	(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).			
			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);			
A23	E	2	Annex IV to Regulation (EC) No 216/2008, 6.a. and 8.g.	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme 8.g) The tasks specified in point 6.a and those described in points 6.d and 6.e must be controlled by an organisation responsible for the continuing airworthiness management that must meet, in addition to those requirements of Annex I point 3.a, the following conditions: (i) the organisation must be qualified for the maintenance of products, parts and appliances	Maintenance action not properly reported		Indicate the particulars of the situation observed

				under its responsibility or have established a contract with such a qualified organisation for these products, parts and appliances; and (ii) the organisation must establish an organisation manual providing, for use and guidance of personnel concerned, a description of all continuing airworthiness procedures of the organisation including when applicable a description of administrative arrangements between the organisation and the approved maintenance organisation.			
			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 (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	Annex IV to Regulation (EC) No 216/2008, 8.a.3. and 8.a.4.	8.a.3. the operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;	Deferred defect closed after the deadline		Indicate the particulars of the situation observed

				8.a.4. the operator must implement and maintain a management system to ensure compliance with these essential requirements for operations and aim for continuous improvement of this system;			
			ORO.MLR.105 MEL	(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).		
			CAT.GEN.MPA.105(a)	(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);			

			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);			
A23	E	2	Annex IV to Regulation (EC) No 216/2008, 6.	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.	Known defect not reported/assessed		Indicate the particulars of the situation observed
			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).			
A23	E	2	Annex IV to Regulation (EC) No 216/2008, 6.	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.	No evidence of identification nor monitoring of significant defect		Indicate the nature and extent of the defect
			Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master			

				Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;			
			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).			
A23	E	3	Annex IV to Regulation (EC) No 216/2008, 6.	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.	Deferred defect open while the MEL rectification interval has expired		Indicate the defect and the rectification deadline
			Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;			
			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: (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).			
A23	E	3	Annex IV to Regulation (EC) No 216/2008, 6.	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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	Technical logbook entry not understood by the flight crew members		Indicate the particulars of the situation observed
			Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following:			

				(i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;			
			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 11	(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).			
A23	E	2	Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;	Rectification interval set in the ATLB exceeding the rectification interval prescribed by the MEL (but still within the MEL rectification interval)		Indicate the particulars of the situation observed
			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	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.			
A23	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	6.a. The aircraft must not be operated unless: (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme.	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions		
A23	E	3	Annex IV to Regulation (EC) No 216/2008, 6.d.	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 not performed by appropriately qualified personnel		
A23	E	3	Annex IV to Regulation (EC) No 216/2008, 6.	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL		Indicate the particulars of the situation observed
			Annex IV to Regulation (EC) No 216/2008, 8.a.3.	The operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and			

				(iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL			
			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	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.			
A23	E	3	Annex I to Regulation (EC) No 216/2008, 3.a.1 BR 216/2008 Annex IV Art. 6.a (iv) & 8.g	The organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping; Annex I 3.a.1) the organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;	Maintenance personnel working on the aircraft without using appropriate tooling and/or technical data		

			Annex IV to Regulation (EC) No 216/2008, 6.a.	6.a. The aircraft must not be operated unless: (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme.			
			Annex IV to Regulation (EC) No 216/2008, 8.g.	The tasks specified in point 6.a and those described in points 6.d and 6.e must be controlled by an organisation responsible for the continuing airworthiness management that must meet, in addition to those requirements of Annex I point 3.a, the following conditions: (i) the organisation must be qualified for the maintenance of products, parts and appliances under its responsibility or have established a contract with such a qualified organisation for these products, parts and appliances; and (ii) the organisation must establish an organisation manual providing, for use and guidance of personnel concerned, a description of all continuing airworthiness procedures of the organisation including when applicable a description of administrative arrangements between the organisation and the approved maintenance organisation.			

Inspection Item	Inspections Item Title			Inspecting Instructions			
A24	Pre-flight Inspection			Check that the pre-flight or equivalent inspection is performed and duly certified.			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A24	E	1	Annex I to Regulation (EC) No 216/2008, 6. Continuing airworthiness	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.b) Before each flight or consistent series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy		
			M.A.201 Responsibilities	(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 Continuing airworthiness tasks	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)	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;			
A24	E	2	Annex I to Regulation (EC) No 216/2008, 6. Continuing airworthiness	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme.	Pilot in command certified that he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed		
			M.A.201 Responsibilities	(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 Continuing airworthiness tasks	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	Annex I to Regulation (EC) No 216/2008, 6. Continuing airworthiness	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.b) Before each flight or consistent series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.	Pre-flight inspection performed but without recording significant defects		Indicate the defect unnoticed
			M.A.201 Responsibilities	(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 Continuing airworthiness tasks	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	3	Annex I to Regulation (EC) No 216/2008, 6. Continuing airworthiness	6.a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.b) Before each flight or consistent series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.	Pre-flight inspection not performed		
			M.A.201 Responsibilities	(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 Continuing airworthiness tasks	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;			

Inspection Item	Inspections Item Title			Inspecting Instructions			
B01	General Internal Condition			Check general condition, including lavatories, general condition and smoke detection systems, the condition of the overhead bins, flammable furnishings, 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). Check the service carts manufactured after 4 November 2005 for proper braking action. *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.*			
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 Instruments and equipment — general	(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder;	Equipment installations obviously not in compliance with Part-CAT and Part-M		Indicate the particulars of the situation observed

				(5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices. (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: (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 (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. (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. (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. (e) All required emergency equipment shall be easily accessible for immediate use.			
			M.A.501 Installation	(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 Part 21 Subpart Q, unless otherwise specified in Annex (Part-21) to Regulation (EC) No 1702/2003, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation (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.			
B01	E	2	CS 25.853/CS 23.583	.For each compartment occupied by the crew or passengers, the following apply: (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. (b) [Reserved] (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. (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: (1) Interior ceiling and wall panels, other than lighting lenses and windows; (2) Partitions, other than transparent panels needed to enhance cabin safety; (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 (4) Large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps. (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. (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	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials		Indicate the particulars of the situation observed

				removable ashtrays must be provided in designated smoking sections for all seated occupants. (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 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	CS 25.854 (a)	For aeroplanes with a passenger capacity of 20 or more – (a) Each lavatory must be 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;	Lavatory(s) not equipped with smoke detection system		Indicate the particulars of the situation observed
B01	E	3	CS 25.854 (b)	For aeroplanes with a passenger capacity of 20 or more –(b) Each lavatory must be equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste, located within the lavatory. The extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in that receptacle.	Disposal receptacles not equipped with a built-in fire extinguisher system		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		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	CS 25.561/CS 23.561	(a) 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. (c) For equipment, cargo in the passenger compartments and any other large masses, the following apply: (1) These items must be positioned so that if they break loose they will be unlikely to: (i) Cause direct injury to occupants; (ii) Penetrate fuel tanks or lines or cause fire or explosion hazard by damage to adjacent systems; or (iii) Nullify any of the escape facilities provided for use after an emergency landing.	Loose or heavy objects in the cabin/galleys		Indicate the particulars of the situation observed
B01	E	3	CS 25.561/CS 23.561	6.a. The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme. 6.d. 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.	Cabin equipment not properly secured		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.	Inappropriate stowage of luggage or loose articles in the toilets		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	CS 25.854	For aeroplanes with a passenger capacity of 20 or more – (a) Each lavatory must be 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;	Lavatory smoke detection system obstructed		Indicate the particulars of the situation observed
B01	E	3	Annex IV to Regulation (EC) No 216/2008	2.a.3. The pilot in command must be satisfied that: (iii) instruments and equipment as specified in point 5 required for the execution of that flight are installed in the aircraft and are operative, unless waived by the applicable Minimum Equipment List (MEL) or equivalent document; 8.a.3. the operator must establish a MEL or equivalent document, taking account of the following: (i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight; (ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and (iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)		Indicate the particulars of the situation observed
B01	M	3			Galley/lavatory waste receptacle access door cover inoperative (outside MEL limits)		Indicate the particulars of the situation observed
B01	M	1			Damaged wall panels		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.	Obviously defective brakes of food/beverage cart(s)		Indicate the particulars of the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires		Indicate the particulars of the situation observed
B01	M	3			Overhead bins unserviceable (and not identified as such)		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
B02	Cabin Attendant's Station/Crew Rest Area	Check general condition and serviceability of the cabin crew seats. *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).* *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.* Check presence and condition of the safety harness and/or belt. *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.* Check accessibility of life jackets. Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL.

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	(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; (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. (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	Strap or buckle worn or damaged		Indicate the particulars of the situation observed

				shoulder straps and a seat belt that may be used independently.			
B02	E	2	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; (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. (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) not equipped with safety harness (only seat belt)		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		
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; (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. (b)....A seat belt with upper torso restraint system shall: (1)....have a single point release;	Cabin Crew seat(s) unserviceable (outside MEL limits)		Indicate the particulars of the situation observed

				(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	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; (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. (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 harness/seat belt not available or unserviceable		Indicate the particulars of the situation observed
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) obviously not installed correctly (more than 15 degrees from the longitudinal axis)		Indicate the particulars of the situation observed

				(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. (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.			
			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 mus tbe 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			
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		Indicate the particulars of the situation observed
B02	M	3			Communication equipment unserviceable (outside MEL limits)		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title			Inspecting Instructions			
B03	First Aid Kit / Emergency Medical Kit			Check for presence, accessibility, and identification of medical supplies. *Note: A First-Aid kit or a Medical kit or a universal precaution kit is only an ICAO recommendation.* *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.*			
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		
			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	3	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 medical kit past expiration date		Indicate the particulars of the situation observed
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		Indicate the particulars of the situation observed

B03	E	2	CAT.IDE.A.100(e)	All required emergency equipment shall be easily accessible for immediate use	Medical supplies not identified as such		Indicate the particulars of the situation observed
			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.			
B03	E	3	CAT .IDE.A.220	(a)Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1.	Medical supplies not available or not accessible during flight		Indicate the particulars of the situation observed
			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.			

Inspection Item	Inspections Item Title	Inspecting Instructions
B04	Hand Fire extinguishers	Check if the installed extinguisher(s) is at the indicated location and easily accessible. Check if the installed extinguisher is correctly secured in its bracket. Check if the installed extinguisher(s) is marked with the appropriate operating instructions. Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable. *Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) 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*

				Chapter 4.2 above). *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.*			
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 (e)	All required emergency equipment shall be easily accessible for immediate use	HFE not at indicated location		
			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.			
B04	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		
			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.			
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	HFE empty, unserviceable or missing (outside MEL limits)		Indicate the particulars of the situation observed

				number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment			
B04	E	3	CS 25.561 (a)	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.	HFE not correctly secured		Indicate the particulars of the situation observed
B04	E	3	CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use	HFE not readily accessible		
			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			Check for presence, access, sufficient number and serviceability. *Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.* *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.* *Note: In the case where spare life jackets have been found to be unserviceable, this should reported as a General Remark (Cat. G).*			
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	(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	Life-jackets / equivalent flotation not easily accessible and required for the type of flight		Indicate the particulars of the situation observed

				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.			
			CAT.IDE.A.100 (e)	All required emergency equipment shall be easily accessible for immediate use			
			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.			
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 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.	Insufficient number of serviceable Life-jackets / equivalent flotation devices available and required for the type of flight		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	(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

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, 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 and required		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)	(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; (4) a child restraint device (CRD) for each person on board younger than 24 months; (5) a seat belt with upper torso restraint system	Passenger seats in poor condition		Indicate the particulars of the situation observed

				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.			
			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	2	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, 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.	Strap or buckle worn out or damaged		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)	(a)Aeroplanes shall be equipped with: (1) a seat or berth for each person on board who is aged 24 months or more;	No serviceable seat belt available for each passenger on board		Indicate the particulars of the situation observed

				(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; (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.			
			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)	(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; (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.	Seat(s) unserviceable and not identified as such		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)	(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; (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.	Baby berth(s) used without restraining belts		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;			

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	E	1	CS 25.811/CS 23.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin. (c) Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be – (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 both can be seen readily from	Emergency exit sign(s) lens/cover missing or broken		Indicate the particulars of the situation observed

				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 beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location.			
B07	E	2	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.			Indicate the particulars of the situation observed
B07	E	2	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.	Electric torches not readily accessible for some of the cabin crew		Indicate the particulars of the situation observed
B07	E	3	CS 25.811/CS 23.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin. (c) Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be – (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 both can 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 exit sign(s) out of order (outside MEL limits).		Indicate the particulars of the situation observed

				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.			
B07	E	3	CS 25.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin. (c) Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be – (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 both can 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 beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location.	No means for illuminating the escape paths		Indicate the particulars of the situation observed
			CS 25.812	(a) An emergency lighting system, independent of the main lighting system, must be installed. However, the sources of general cabin illumination may be common to both the emergency and the main lighting systems if the power supply to the emergency lighting system is independent of the power supply to the main			

				lighting system. The emergency lighting system must include(1) Illuminated emergency exit marking and locating signs, sources of general cabin illumination, interior lighting in emergency exit areas, and floor proximity escape path marking. (d) The floor of the passageway leading to each floorlevel passenger emergency exit, between the main aisles and the exit openings, must be provided with illumination that is not less than 0.2 lux (0.02 foot candle) measured along a line that is within 15 cm (6 inches) of and parallel to the floor and is centred on the passenger evacuation path. (e) Floor proximity emergency escape path marking must provide emergency evacuation guidance for passengers when all sources of illumination more than 1.2 m (4 ft) above the cabin aisle floor are totally obscured. In the dark of the night, the floor proximity emergency escape path marking must enable each passenger to – (1) 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; and (2) Readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 1.2 m (4 ft) above the cabin floor (See AMC 25.812(e)(2)). (f) Except for subsystems provided in accordance with subparagraph (h) of this paragraph that serve no more than one assisting means, are independent of the aeroplane's main emergency lighting system, and are automatically activated when the assisting means is erected, the emergency lighting system must be designed as follows: (1) The lights must be operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal cabin			

				crewmember seat. (2) There must be a flight crew warning light, which illuminates when power is on in the aeroplane and the emergency lighting control device is not armed. (3) The cockpit control device must have an 'on', 'off' and 'armed' position so that when armed in the cockpit or turned on at either the cockpit or cabin crew member station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the aeroplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the 'armed' or 'on' positions.			
B07	M	3	CS 25.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin. (c) Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be – (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 both can be seen readily from the sign; and	System for visually indicating the escape path(s) unserviceable (outside MEL limits).		Indicate the particulars of the situation observed and the MEL reference

				(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.			
			CS 25.812	(a) An emergency lighting system, independent of the main lighting system, must be installed. However, the sources of general cabin illumination may be common to both the emergency and the main lighting systems if the power supply to the emergency lighting system is independent of the power supply to the main lighting system. The emergency lighting system must include(1) Illuminated emergency exit marking and locating signs, sources of general cabin illumination, interior lighting in emergency exit areas, and floor proximity escape path marking. (d) The floor of the passageway leading to each floorlevel passenger emergency exit, between the main aisles and the exit openings, must be provided with illumination that is not less than 0.2 lux (0.02 foot candle) measured along a line that is within 15 cm (6 inches) of and parallel to the floor and is centred on the passenger evacuation path. (e) Floor proximity emergency escape path marking must provide emergency evacuation guidance for passengers when all sources of illumination more than 1.2 m (4 ft) above the cabin aisle floor are totally obscured. In the dark of the night, the floor proximity emergency escape path marking must enable each passenger to – (1) 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; and (2) Readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 1.2 m (4 ft) above the cabin floor			

				(See AMC 25.812(e)(2)). (f) Except for subsystems provided in accordance with subparagraph (h) of this paragraph that serve no more than one assisting means, are independent of the aeroplane's main emergency lighting system, and are automatically activated when the assisting means is erected, the emergency lighting system must be designed as follows: (1) The lights must be operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal cabin crewmember seat. (2) There must be a flight crew warning light, which illuminates when power is on in the aeroplane and the emergency lighting control device is not armed. (3) The cockpit control device must have an 'on', 'off' and 'armed' position so that when armed in the cockpit or turned on at either the cockpit or cabin crew member station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the aeroplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the 'armed' or 'on' positions.			
B07	E	2	CS 25.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin.	Emergency exit(s) not marked with the appropriate operating instructions		Indicate the particulars of the situation observed
B07	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.	Cabin crew members' electric torches not readily accessible		Indicate the particulars of the situation observed
B07	E	3	CS 25.811	(a) Each passenger emergency exit, its means of access, and its means of opening	Emergency exit(s), lighting and marking		Indicate the particulars of the situation observed

				must be conspicuously marked. (b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin. (c) Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. (d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be – (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 both can 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 beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location. (e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane must be shown in the following manner: (1) Each passenger emergency exit must have, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches). (2) Each passenger emergency exit operating handle and the cover removal instructions, if the operating handle is covered, must – (i) Be selfilluminated	unserviceable (outside MEL)		

				with an initial brightness of at least 0.51 candela/m 2 (160 microlamberts), or (ii) Be conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit. (3) [Reserved] (4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, must be marked by a red arrow with a shaft at least 19 mm (0.75 inches) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN must be horizontally situated adjacent to the arrowhead and must be in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN must be located on a background, which provides adequate contrast. (See AMC 25.811 (e)(4).) (f) Each emergency exit that is required to be openable from the outside, and its means of opening, must be marked on the outside of the aeroplane. In addition, the following apply: (1) The outside marking for each passenger emergency exit in the side of the fuselage must include a 51 mm (2 inch) coloured band outlining the exit. (2) Each outside marking including the band must have colour contrast to be readily distinguishable from the surrounding fuselage surface. The contrast must be such that if the reflectance of the darker colour is 15% or less, the reflectance of the lighter colour must be 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 must be provided. (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, must be conspicuously marked in red, or bright chrome yellow if the background colour is such that red is inconspicuous. When the opening means is located on only one side of the fuselage, a conspicuous marking to that effect must be provided on the other side. (g) Each sign required by subparagraph (d) of this paragraph may use the word 'exit' in its legend in place of the term 'emergency exit' or a universal symbolic exit sign (See AMC 25.812(b)(1), AMC 25.812(b)(2) and AMC 25.812(e)(2)). The design of exit signs must be chosen to provide a consistent set throughout the cabin.			
B07	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. (b) Reserved. (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.	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)		Indicate the particulars of the situation observed
			CS 25.807	(g) Type and number required. The maximum number of passenger seats permitted depends on the type and number of exits installed on each side of the fuselage. Except as further restricted in subparagraphs (g)(1) through (g)(9) of this paragraph, the maximum number of passenger seats permitted for each exit of a specific type			

				installed on each side of the fuselage is as follows: Type A 110 Type B 75 Type C 55 Type I 45 Type II 40 Type III 35 Type IV 9			

Inspection Item	Inspections Item Title	Inspecting Instructions
B08	Slides/Life-Rafts (as required), ELT	Check number and serviceability of slides/slide rafts/life rafts. *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.* *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.* 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). *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).* *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).* *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.* Check equipment for pyrotechnical distress signals (if required and easily accessible).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	E	3	CAT.IDE.A.265	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. (b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane	Insufficient number of serviceable slides/slide rafts		Indicate the particulars of the situation observed

				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. (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.			
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: (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. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (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 (ii) 30 minutes at cruising speed for all other aeroplanes; (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.	No equipment for making the pyrotechnical distress signals when required for operated over areas in which search and rescue would be especially difficult.		Indicate the particulars of the situation observed
B08	E	3	CAT.IDE.A.305 (a)	(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. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (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	Insufficient number of serviceable rafts and required for operated over areas in which search and rescue would be especially difficult.		Indicate the particulars of the situation observed

				diversion routes; or (ii) 30 minutes at cruising speed for all other aeroplanes; (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.			
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, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one ELT of any type, 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.	Insufficient number of compliant ELTs (outside MEL limits)		Indicate the particulars of the situation observed
			CAT.IDE.A.305 (a)	(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. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (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 (ii) 30 minutes at cruising speed for all other aeroplanes; (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.			
B08	E	3	CAT.IDE.A.280	(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:	No ELT(s) capable of simultaneously		Indicate the particulars of the situation observed

				(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, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one ELT of any type, 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.	transmitting on 406 MHz and 121.5 MHZ		
			CAT.IDE.A.305 (a)	(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. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (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 (ii) 30 minutes at cruising speed for all other aeroplanes; (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.			
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, in the case of aeroplanes first	Portable ELT not at indicated location		Indicate the particulars of the situation observed

				issued with an individual CofA after 1 July 2008; or (2) one ELT of any type, 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.			
			CAT.IDE.A.305 (a)	(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. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (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 (ii) 30 minutes at cruising speed for all other aeroplanes; (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.			

Inspection Item	Inspections Item Title	Inspecting Instructions
B09	Oxygen Supply	Check if the PBE is at the indicated location and adequately marked with its operating instructions. Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used. Check portable breathing equipment for serviceability and minimum number (against MEL). Check number / serviceability of oxygen dispensing units or oxygen masks (when possible). *Note: if the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.* *Note: inspectors should take into account that EU OPS 1.770 b.2(v) requires for aircraft not certified to operate above 25.000 ft. to carry sufficient oxygen supply for 10% of the passengers, whereas ICAO requires this for all passengers. All operators should be treated equally, therefore the lower EU OPS requirements should apply.* *Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:*

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

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description

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.	Portable breathing equipment not at indicated location (PBE)		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, 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 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. (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. (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	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		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, 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 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. (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. (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.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	Aeroplane not equipped with an automatic deployable oxygen system		

				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 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. (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. (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.	(individual CofA issued on or after 9 November 1998) and flight planned above FL 250		
B09	E	3	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	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA issued on or after 9 November 1998 (outside MEL limits)		Indicate the particulars of the situation observed

				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 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. (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. (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	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 adequately marked with its operating instructions		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, 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 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. (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. (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.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		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, 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 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. (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. (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.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 masks 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)		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, 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 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. (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. (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.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	Automatic oxygen deploying system unserviceable (damaged/taped		Indicate the particulars of the situation observed

				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 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. (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. (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.	drop-out panels) outside MEL limits		
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		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.	such and required for the type of flight		
			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 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. (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. (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	CS 25.561, CS 25.562	(a) 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. (b) The structure must be designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing	Oxygen bottles not correctly secured		Indicate the particulars of the situation observed
			CS 25.561, 562 / CS 23.561, 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; and (2) The occupant is exposed to loads resulting from the conditions prescribed in this paragraph.			

Inspection Item	Inspections Item Title	Inspecting Instructions
B10	Safety Instructions	*Note: ICAO requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (ABC, oral briefing, video demonstration, or a combination of these methods). Therefore, briefing cards may not always be on board or may not always contain all relevant safety information, and this may not constitute a finding unless evidence is available that not all relevant information is conveyed.* If ABCs are on board, check for their accuracy and that sufficient numbers are available. If no ABCs are on board, verify if the alternative method used conveys the required information. *Note: ABC = Aircraft Briefing Cards*

				Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated provisions of the MEL.			
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.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;	Insufficient Aircraft Briefing Cards for all passengers on board		Indicate the particulars of the situation observed
			CAT.OP.MPA.1 70 (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;	Aircraft briefing cards in poor condition		Indicate the particulars of the situation observed
			CAT.OP.MPA.1 70 (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.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;	Aircraft briefing cards contain inaccurate information		Indicate the particulars of the situation observed
			CAT.OP.MPA.1 70 (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		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 MEL limits)		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 aircraft briefing cards on board and no other means to convey safety instructions to the passengers		Indicate the particulars of the situation observed
			CAT.OP.MPA.1 70 (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;	Aircraft briefing cards not for the correct aircraft type and/or configuration		Indicate the particulars of the situation observed
			CAT.OP.MPA.1 70 (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.			

Inspection Item	Inspections Item Title	Inspecting Instructions
B11	Cabin crew members	Check if the cabin crew composition meets the minimum crew requirements (available in the Operations Manual). Check if the cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment. 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. 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.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B11	E	2	Annex IV to Regulation (EC) No 216/2008, 7.b.	Cabin crew members must: (i) 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; and (ii) be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by appropriate assessment based on aero-medical best practice.	Cabin crew member(s) not familiar with the cabin emergency procedures		Indicate the particulars of the situation observed
B11	E	2	Annex IV to Regulation (EC) No 216/2008, 7.b.	Cabin crew members must: (i) 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; and (ii) be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by appropriate assessment based on aero-medical best practice.	Cabin crew not familiar with the location and/or operation of emergency equipment		Indicate the particulars of the situation observed
B11	E	3	Annex IV to Regulation (EC) No 216/2008, 7.a.	The number and composition of the crew must be determined taking into account: (i) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration; (ii) the aircraft configuration; and (iii) the type and duration of operations	Insufficient number of cabin crew members		Indicate the particulars of the situation observed
B11	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		Indicate the particulars of the situation observed
B11	E	3	A6-I-4.3.7	4.3.7.1 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 most practical and expeditious means available. 4.3.7.2 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	No two-way communication established with the ground crew during refuelling with passengers on board		Indicate the particulars of the situation observed

				board the aeroplane.			
B11	E	3	Annex IV to Regulation (EC) No 216/2008, 8.b.	The operation for commercial purposes and the operation of complex motor-powered aircraft must only be undertaken in accordance with an 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.	Cabin Crew member not in compliance with the flight and duty time rules		Describe the observed situation vs. the requirements in the OPS Manual

Inspection Item	Inspections Item Title			Inspecting Instructions			
B12	Access to emergency exits			Check floor/carpets/panels condition. Check if access to emergency exits impeded by baggage/seats/tables *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.* *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.* *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).* *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.*			
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	(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	Floor/carpet in poor condition affecting the rapid evacuation		Indicate the particulars of the situation observed

				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.			
			A8-IIIB- CS 25.803-819 CS 23.803-815				
B12	E	2	CS 25.803 CS 25.803-819 CS 23.803-815	(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 in the vicinity of emergency exit possibly obstructing the exit		Indicate the particulars of the situation observed
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 passengerseating 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	Tray table latches can be opened in the direction of evacuation (not recessed or special one-way lock)		Indicate the particulars of the situation observed

				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.			
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.	Access to emergency exits impeded by baggage or cargo		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 passengerseating 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.			
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	Access to emergency exits impeded by seats (total rows)		Indicate the particulars of the situation observed

				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.			
			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 passengerseating 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.			
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	Cabin crew seat does not retract automatically impeding the access to		Indicate the particulars of the situation observed

				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.	emergency exit		
			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 passengerseating 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.			
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.	Access to emergency exits impeded by seats (oversized seat cushions)		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 passengerseating 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. (9) The latch design of deployable features (such as tables, video monitors, telephones, leg/foot rest) mounted on seats or bulkheads/partitions bordering and facing a passageway to a Type III or Type IV exit, must be such that inadvertent release by evacuating passengers will not occur. The latch design of deployable features must also be such that cabin crew can easily check that the items are fully latched in the stowed position. Placards indicating that each such item must be stowed for taxi, takeoff and landing must be installed in the normal field of view of, and be readable by each person seated in each seat bordering and facing a passageway to a Type III or Type IV exit.			
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	Tray table locks can be opened in the direction of evacuation whilst certificated with special locks		Indicate the particulars of the situation observed and the details on the certification provisions

				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.			
			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. (9) The latch design of deployable features (such as tables, video monitors,			

				telephones, leg/foot rest) mounted on seats or bulkheads/partitions bordering and facing a passageway to a Type III or Type IV exit, must be such that inadvertent release by evacuating passengers will not occur. The latch design of deployable features must also be such that cabin crew can easily check that the items are fully latched in the stowed position. Placards indicating that each such item must be stowed for taxi, takeoff and landing must be installed in the normal field of view of, and be readable by each person seated in each seat bordering and facing a passageway to a Type III or Type IV exit.			
B12		1	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.	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits).		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 passengerseating 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. (9) The latch design of deployable features (such as tables, video monitors, telephones, leg/foot rest) mounted on seats or bulkheads/partitions bordering and facing a passageway to a Type III or Type IV exit, must be such that inadvertent release by evacuating passengers will not occur. The latch design of deployable features must also be such that cabin crew can easily check that the items are fully latched in the stowed position. Placards indicating that each such item must be stowed for taxi, takeoff and landing must be installed in the normal field of view of, and be readable by each person seated in each seat bordering and facing a passageway to a Type III or Type IV exit.			
B12		3	CS 25.803	(a) Each crew and passenger area must have emergency means to allow rapid	Tray table locks fail to maintain the tables in		Indicate the particulars of the situation observed

				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.	upright position in case of deceleration, shocks (for seats adjacent to emergency exits.		
			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. (9) The latch design of deployable features (such as tables, video monitors, telephones, leg/foot rest) mounted on seats or bulkheads/partitions bordering and facing a passageway to a Type III or Type IV exit, must be such that inadvertent release by evacuating passengers will not occur. The latch design of deployable features must also be such that cabin crew can easily check that the items are fully latched in the stowed position. Placards indicating that each such item must be stowed for taxi, takeoff and landing must be installed in the normal field of view of, and be readable by each person seated in each seat bordering and facing a passageway to a Type III or Type IV exit.			
B12	E	2	CS 25.811 CS 23.811	(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked. (e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane must be shown in the following manner: (1) Each passenger emergency exit must have, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches). (4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, must be marked by a red arrow with a shaft at least 19 mm (0.75 inches) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN must be horizontally situated adjacent to the arrowhead and	Emergency exit not marked with the appropriate operating instructions		Indicate the particulars of the situation observed

				must be in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN must be located on a background, which provides adequate contrast. (See AMC 25.811 (e)(4).) (f) Each emergency exit that is required to be openable from the outside, and its means of opening, must be marked on the outside of the aeroplane.			

Inspection Item	Inspections Item Title			Inspecting Instructions			
B13	Safety of passenger baggage			Check storage of baggage (including heavy and oversized baggage).			
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		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 (although marked as unserviceable)		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	Oversized baggage transported in the cabin not adequately secured		Indicate the particulars of the situation observed

				cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.			
			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 not stowed securely		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.	Overhead bins loaded in excess of the placarded weight limitation		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	(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; (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. (b) A seat belt with upper torso restraint system shall: (1) have a single point release;	Insufficient seats for all passengers on board		Indicate the particulars of the situation observed
B14	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; (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:	Seat(s)/baby berth(s) not certified to be installed on board of aircraft		Indicate the particulars of the situation observed

				(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. (b) A seat belt with upper torso restraint system shall: (1) have a single point release;			

Inspection Item	Inspections Item Title	Inspecting Instructions
C01	General external condition	Check general condition of the airframe: • corrosion; • cleanliness (related to the ability to inspect the aircraft); • presence of ice, snow, frost; • legibility of markings. *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.* *Note: markings may be in languages other than English.* *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).* *Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.* • Loose or missing fasteners and rivets • Presence and condition of the antennas • Presence and condition of the static dischargers • Condition and functionality of the exterior lights etc. *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.*

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 required by the manufacturer not applied or unreadable		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.	Aircraft very dirty affecting the ability to inspect it		Indicate the particulars of the situation observed
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		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.	Paint damage with exposed composite		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		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	Safety markings not applied or unreadable		Indicate the particulars of the situation observed

				sub-paragraph (a) of this paragraph – (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.			
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.	Significant corrosion		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.	Minor corrosion		Indicate the particulars of the situation observed
C01	E	3	CAT.IDE.A.115	(a) Aeroplanes operated by day shall be equipped with: (1) an anti-collision light system; (2) lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane; (3) lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments; and (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: (1) navigation/position lights; (2) two landing lights or a single light having two separately energised filaments; and (3) lights to conform with the International Regulations for Preventing Collisions at Sea if the aeroplane is operated as a seaplane	Aircraft lights unserviceable for night operations (outside MEL limits)		Indicate the particulars of the situation observed
C01	E	3	CAT.OP.MPA.250	(a) The operator shall establish procedures to be	No intentions to request appropriate		Indicate the

				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	de-icing treatment		particulars of the situation observed
C01	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 appropriate de/anti-icing treatment with ground icing conditions		Indicate the particulars of the situation observed
C01	M	3			Pressure port(s) damaged or contaminated		Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside AMM limits		Indicate the particulars of the situation observed
C01	M	3			Antenna(s) missing or damaged outside AMM/MEL/CDL limits		Indicate the particulars of the situation observed
C01	M	3			Static discharger(s) missing or damaged outside MEL/AMM/CDL limits		Indicate the particulars of the situation observed
C01	M	3			Fasteners or rivets loose or missing outside SRM/AMM limits		Indicate the particulars of the situation observed
C01	M	2			Fasteners/rivets loose or missing outside limits, but dispatch allowed according to AMM/SRM, and not assessed nor recorded.		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C02	Doors and hatches	Check for: • presence and condition of bonding wires; • door external markings, operation instructions; *Note: only those doors which can be opened from the outside need external markings.*

				• condition of doors, hatches and associated seals.			
Inspection Item	**Std.**	**Cat.**	**Std. ref.**	**Standard's Text**	**Pre-described Finding**	**PDF code**	**Instructions for completing the detailed description**
C02	M	3			Bonding wires broken or missing (outside AMM limits)		Indicate the particulars of the situation observed
C02	M	2			Door handle(s), lever(s), access panel(s) not flush		Indicate the particulars of the situation observed
C02	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.	Door operation instructions missing or unclear		Indicate the particulars of the situation observed
			CS 25.811	(f) Each emergency exit that is required to be openable from the outside, and its means of opening, must be marked on the outside of the aeroplane. In addition, the following apply: (1) The outside marking for each passenger emergency exit in the side of the fuselage must include a 51 mm (2 inch) coloured band outlining the exit. (2) Each outside marking including the band must have colour contrast to be readily distinguishable from the surrounding fuselage surface. The contrast must be such that if the reflectance of the darker colour is 15% or less, the reflectance of the lighter colour must be 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 must be provided. (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, must be conspicuously marked in red, or bright chrome yellow if the background colour is such that red is inconspicuous. When the opening means is located on only one side of the fuselage, a conspicuous marking to that effect must be provided on the other side.			
C02	M	3			Cargo door lock inspection glasses blind and no other mean to verify locking position(s)		Indicate the particulars of the situation observed
C02	M	3			Door seal damaged outside AMM/CDL limits		Indicate the particulars of the situation observed
C02	M	3			Door(s) unserviceable outside AMM/CDL limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C03	Flight controls	Check external Flight Controls. Check for hydraulic leakage. Check presence and condition of the static dischargers. Check presence and condition of bonding wires.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	3			Bonding wires broken or missing (outside limits)		Indicate the particulars of the situation observed
C03	M	3			Hydraulic leak outside limits		Indicate the particulars of the situation observed
C03	M	3			Static discharger(s) missing (outside MEL/AMM/CDL limits)		Indicate the particulars of the situation observed
C03	I	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	(a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme	Flight controls unserviceable		Indicate the particulars of the situation observed
C03	M	3			Fasteners or rivets loose or missing outside AMM/SRM		

					limits		

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

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)		Indicate the particulars of the situation observed
C04	M	1			Tyre inflation valve(s) cap missing		Indicate the particulars of the situation observed
C04	M	1			Brake assembly bleed valve dust cap(s) missing		Indicate the particulars of the situation observed
C04	M	2			Brake worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)		Indicate the particulars of the situation observed
C04	M	2			Tyre(s) worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)		Indicate the particulars of the situation observed
C04	M	3			Brake(s) unserviceable and not recorded		Indicate the particulars of the situation observed
C04	M	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors)		Indicate the particulars of the situation observed
C04	M	3			Leaking hydraulic braking system (outside limits)		Indicate the particulars of the situation observed
C04	M	3			Nose landing gear wheel snubbers worn outside limits		Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside limits		Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded		Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside of limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C05	Undercarriage, skids/floats	Check presence and condition of the water/debris deflectors (if required to be installed). Check skids/floats for obvious damages. Check for presence and legibility of inspection markings/placards. *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.*

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 required by the manufacturer not applied or unreadable		Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective		Indicate the particulars of the situation observed
C05	M	1			Undercarriage dirty affecting the ability to inspect it and detect potential leakages		Indicate the particulars of the situation observed
C04	M	1			Gear strut valve cap(s) missing		Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside AMM/CDL		Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed		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. (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.	Safety markings not applied or unreadable		Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C05	M	2			Significant signs of corrosion		Indicate the particulars of the situation observed
C05	M	3			Seepage/leakage outside limits		Indicate the particulars of the situation observed
C05	M	3			Strut pressure outside limit		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C06	Wheel well	Check for lubrication, leakage & corrosion. Check for lubrication, leakage & corrosion and wear on door fittings and hinges. Presence and condition of bonding wires. Check for cleanliness and damage.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C06	M	1			Wheel well dirty affecting the ability to inspect it		
C06	M	3			Landing gear door(s) damaged outside SRM limits		Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)		Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing (outside limits)		Indicate the particulars of the situation observed
C06	M	3			Significant signs of corrosion		Indicate the particulars of the situation observed
C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable		Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C07	Powerplant and pylon	Check for: • dents and loose/missing fasteners; • LPT/LPC blades (where visible), obvious damage to sensors; • cracks; • panels are aligned and handles are flushed; • unusual damage and leaks; • the condition of the thrust reverser;

				• the condition of the Intake acoustic liners; • presence and legibility of the markings and placards. *Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.*			
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 required by the manufacturer not applied or unreadable		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.	Safety markings not applied or unreadable		Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C07	M	2			Significant damage in the intake and exhaust area		Indicate the particulars of the situation observed
C07	M	3			Damage (dents, nicks, cracks) outside limits		Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside AMM limits		Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel) outside AMM limits		Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles misaligned or not flush outside AMM limits		Indicate the particulars of the situation observed
C07	M	3			Screws/rivets loose or missing, outside limits		Indicate the particulars of the situation observed
C07	M	3			Thrust reverser/blocker doors not fully stowed		Indicate the particulars of the situation observed

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

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) damaged beyond AMM limit		Indicate the particulars of the situation observed
C08	M	3			Propeller de-icing system unserviceable (outside MEL/AMM limits)		Indicate the particulars of the situation observed
C08	M	3			Propeller(s) damaged beyond AMM limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
C10C09	Obvious repairs	Check for repairs of unusual design or poorly performed. *Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent & buckle chart). However, the PIC has to have the knowledge of the status of the temporary repairs in order to be satisfied that the aeroplane remains airworthy.*

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C10C09	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	No information about temporary repairs		Indicate the particulars of the situation observed

				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;			
C10C09	M	2			Previous repair in poor condition		Indicate the particulars of the situation observed
C10C09	M	3			Repairs obviously not carried out in accordance with the applicable AMM/SRM		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title			Inspecting Instructions			
C11C10	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**
C11C10	M	3			Structural damage affecting the airworthiness of the aircraft		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title			Inspecting Instructions			
C12C11	Leakage			Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice) *Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.*			
Inspection Item	**Std.**	**Cat.**	**Std. ref.**	**Standard's Text**	**Pre-described Finding**	**PDF code**	**Instructions for completing the detailed description**
C12C11	M	3			Leakage outside limits		Indicate the particulars of the situation observed
C12C11	M	3			Servicing doors/panels, drains blocked by ice or other debris		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title			Inspecting Instructions			
D01	General condition of cargo compartment			Check the general condition of cargo compartment. Check lighting, fire protection, detection & extinguishing system (if appropriate). Check side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain. Check the presence and condition of cargo barrier/dividing nets.			
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		Indicate the particulars of the situation observed
D01	E	2	CAT.IDE.A.100 Instruments and equipment — general	(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder; (5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices. (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: (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 (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. (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	Equipment installations obviously not in compliance with Part-CAT and Part-M		Indicate the particulars of the situation observed

				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. (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. (e) All required emergency equipment shall be easily accessible for immediate use.			
			M.A.501 Installation	(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 Part 21 Subpart Q, unless otherwise specified in Annex (Part-21) to Regulation (EC) No 1702/2003, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation (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.			
D01	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.	Safety markings not applied or unreadable		Indicate the particulars of the situation observed
D01	M	3			Cargo bay smoke detection test fail or outside MEL limits		Indicate the particulars of the situation observed
D01	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	(a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is	Blow-out panels pushed, damaged or missing (outside AMM/MEL limits)		Indicate the particulars of the situation observed

				valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme			
D01	M	3			Damage to panelling and/or lining outside limits		Indicate the particulars of the situation observed
D01	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	(a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme	Unserviceable fire extinguishing system and the affected cargo compartment is used		Indicate the particulars of the situation observed
D01	M	3			Floor locks unserviceable outside MEL limits (with cargo)		Indicate the particulars of the situation observed
D01	M	3			No or unserviceable required barrier net		Indicate the particulars of the situation observed
D01	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	(a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme	No smoke barrier/curtain (if applicable)		Indicate the particulars of the situation observed
D01	E	3	Annex IV to Regulation (EC) No 216/2008, 6.a.	(a) The aircraft must not be operated unless: (i) the aircraft is in an airworthy condition; (ii) the operational and emergency equipment necessary for the intended flight is serviceable; (iii) the airworthiness document of the aircraft is valid; and (iv) the maintenance of the aircraft is performed in accordance with its maintenance programme	Structural or floor damage outside AMM/SRM limits		Indicate the particulars of the situation observed
D01	E	3	CS 25.856(a)	(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		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.			
			CS 23.855	For each cargo or baggage compartment not occupied by crew or passengers, the following apply: (a) The compartment must meet one of the class requirements of CS 25.857. (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: (1) Class B through Class E cargo or baggage compartments; and (2) Class F cargo or baggage compartments, unless other means of containing the fire and protecting critical systems and structure are provided (c), (d), (e), (f), (g), (h), (i), (j)			
D01	M	3			Cargo compartment lighting damaged outside AMM/MEL limits		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
D02	Dangerous Goods	If dangerous good are on board, check that the pilot has received appropriate notification. Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air). *Note: if a finding is raised on this point, report it under A04 – Manuals.* 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. Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284). Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the Ops Spec, report it under A10.

				Check, when required, the crew access to the cargo area in case of transportation of CAO goods.			
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		Indicate the particulars of the situation observed
			SPA.DG.105	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	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	Incorrect or incomplete information in NOTOC, concerning CAO packages		Indicate the particulars of the situation observed

				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.			
			SPA.DG.105	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.	CAO-cargo (Cargo Aircraft Only) carried on passenger flights		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	Damaged and/or leaking packages/overpacks containing DG		Indicate the particulars of the situation observed

				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.			
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		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		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)		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)		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 carried as limited quantities or excepted quantities but limits exceeded		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		Indicate the particulars of the situation observed
			DOC 9284	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 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	DG not stowed and/or separated in accordance with the Technical Instructions		Indicate the particulars of the situation observed

				corrigenda.			
			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		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 NOTOC missing		Indicate the particulars of the situation observed
			SPA.DG.105	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		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		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.	Transport of forbidden dangerous goods		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	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		Indicate the particulars of the situation observed

Inspection Item	Inspections Item Title	Inspecting Instructions
D03	Safety of cargo on board	Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight). *Note: Not all aircraft have load height restrictions.* Check that flight/fly-away kit and spare wheels are correctly secured. Check that cargo is correctly secured. Check the condition of cargo containers, pallets, lock assemblies and lashing nets. Check the condition of the cargo compartment dividing nets. *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.*

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		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.			
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	Incomplete equipment like lashing, tie-down equipment, pallets, lock		Indicate the particulars of the situation observed

				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.	assemblies and/or containers		
			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.			
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		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.			
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		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.			
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	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers affecting the structural integrity and their intended function		Indicate the particulars of the situation observed

				displaced, is stowed so as to prevent movement.			
			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.			
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 beyond AMM limits		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.			
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		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.			

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**	**Instructions for completing the detailed description**
E01						

E. Regulatory Impact Assessment

European Aviation Safety Agency

NOTICE OF PROPOSED AMENDMENT

NPA 2012-XX

C. Regulatory Impact Assessment — *light*

SAFA & SACA

RMT.0385 (OPS.087(a)), RMT. 0435 (OPS.087 (b)) and RMT.0441 (OPS.087 (c))

[Front page for internal use only][16]

[16] This front page is for internal use and traceability. It will be removed when the RIA is added to the NPA as Appendix C.1.

1. Process and consultation

The Agency has published Terms of Reference for tasks 0435 and 0441 (formerly OPS.087 (b), and OPS.087 (c)). This RIA was developed identifying the issue at stake and the possible options to mitigate any safety risk, along with the impact of the different options.

2. Issue analysis and risk assessment

2.1 What is the issue and the current regulatory framework?

Commission Regulation (EU) No 965/2012 was adopted on 5 October 2012[17] and entered into force on 28 October 2012. Consequently all GM adopted on the basis of Directive 2004/36/CE of the European Parliament and of the Council of 21 April 2004 on the safety of third country aircraft using Community airports[18] (known as SAFA Directive) should be transposed to AMC and GM by 28 October 2014 at the latest (the end of the opt-out period). As the scope of Commission Regulation (EU) No 965/2012 also covers aircraft used by operators under the regulatory oversight of another Member State, new AMC and GM has been developed for ramp inspections of such aircraft.

With the proposal in Part B of this NPA, the Agency addresses the need for a harmonised and standardised execution of ramp inspections and the approval of training organisations in all EU Member States, plus Iceland, Norway and Switzerland. AMC and GM are necessary to give clear guidance and instructions to inspectors performing ramp inspections as well as conditions for the approval and continuous validity of organisations intending to provide training to ramp inspectors. The aim of this proposal is to transfer the existing EASA SAFA GM (developed and published pursuant to Commission Directive 2008/49/EC[19]) and complement it with AMC and GM on the performance of ramp inspections on EU operators, as well as with AMC and GM on the approval of training organisations — and also to amend the AMC and GM already adopted by means of ED Decision 2012/016/R. It is considered that there is no need to amend the implementing rules on Air Operations as initially foreseen in the published Rulemaking tasks, since the relevant provisions on the approval of training organisation have been drafted in the framework of ARO.RAMP. The respective AMC and GM will complement the following paragraphs in the IRs: ARO.RAMP.100, ARO.RAMP.120, ARO.RAMP.125, ARO.RAMP.130, ARO.RAMP.135, ARO.RAMP.140, ARO.RAMP.145, ARO.RAMP.160.

If the new IRs would not be supported by the sufficiently detailed AMC and GM, the EASA states and the SAFA participating States will have to develop their own procedural material leading to higher costs at EU (and programme) level, compared to those borne by EASA should the respective materials be developed at central level (low significance). In addition, the IRs also cover SACA, but, if inspections of such aircraft are not properly supported by AMC and GM, it could lead to different implementations by the Member States, resulting in distortion of the level playing field (medium significance).

The following issues have been identified in the field of regulatory coordination and harmonisation:

- taking into account the collective nature of the EU Ramp Inspection Programme, standardisation and harmonisation are paramount and therefore the IRs have to be properly supported by the associated AMC and GM (medium significance);
- the obligation to do ramp inspections stems from ICAO Annex 6, and Member States expect EASA to coordinate the programme allowing them to effectively discharge this obligation (medium significance);

[17] OJ L 296 of 25.10.2012, p. 1.
[18] OJ L 143, 30.4.2004, p. 76.
[19] Commission Directive 2008/49/EC of 16 April 2008 amending Annex II to Directive 2004/36/EC of the European Parliament and of the Council regarding the criteria for the conduct of ramp inspections on aircraft using Community airports (OJ L 109, 19.4.2008, p. 17).

- many states around the world have copied the SAFA system, or are willing to join the Programme (two States joined in the last two years): it is therefore obvious that EASA should continue to be a leader in this domain (low significance).

2.2 Who is affected?

EASA, the NAAs of EU Member States plus Norway, Iceland, and Switzerland are affected. This harmonised AMC/GM will also affect those States which EASA concluded a working arrangement with in the area of ramp inspections of foreign aircraft. In addition, all operators flying to airports of participating countries are affected, since they would be subject to inspections. Merely to provide some figures, more than 10,000 ramp inspections are performed every year, on more than 5,000 individual aircraft registrations. More than 1,000 operators licensed in around 135 States are inspected every year.

2.3 What are the safety risks?

Taking as a reference the worst foreseeable situation, it is possible to identify a general safety risk in the sense that, in the case of lack of a uniform approach to SAFA and SACA by participating countries, the Programme itself would be severely endangered, also undermining the objective of maintaining a high uniform level of civil aviation safety in Europe.

For safety risks, the following risk matrix can be used:[20]

Table 1: Safety risk matrix[21]

Probability of occurrence		**Severity of occurrence**				
		Negligible	**Minor**	**Major**	**Hazardous**	**Catastrophic**
		1	2	3	5	8
Extremely improbable	1					
Improbable	2					
Remote	3					
Occasional	4		**X**			
Frequent	5					

[20] The matrix is based on the ICAO Safety Management Manual. Doc 9859 Safety Management Manual — 2nd Edition — 2009. The green boxes correspond to low significance issues, the yellow to medium significance issues, and the red to high significance issues. See also Annex for further details on the risk matrix.

[21] Enter the risk index in the appropriate box. For example, an issue that has been identified as 'improbable' and 'catastrophic' would get a risk index of 2 x 8 = 16. Put the result in the appropriate box of the table.

A number of risks have been identified in detail with significance levels ranging from low to medium in the following areas: safety, economic aspects, and regulatory coordination and harmonisation.

As regards safety, a medium significance risk that could be mitigated by rulemaking has been identified. As a mitigating action, there is a need to transfer the existing SAFA GM to the new legislative framework as established in Annex II to Subpart ARO.RAMP, and to complement it for inspections of aircraft used by operators under the regulatory oversight of another Member State and the approval of training organisations.

In addition, it should also be taken into account that a safety recommendation was addressed to the Agency by the Dutch AIB. In the 'Runway overrun Onur Air Accident Investigation Report' of 6 April 2006 (Investigation No 2003071), EASA 'is advised to encourage that on a European level attention is given to the development of a mechanism with which third country NAAs and Operators can be assessed' (a low significance has been determined).

Moreover, the findings raised during SAFA Standardisation inspections carried out by the Agency make it possible to confirm undoubtedly that proper standardisation can only be achieved by having appropriate common, detailed procedures in place (risk with medium significance). AMC and GM would significantly contribute to this objective.

3. Objectives

The overall objectives of the Agency are established in Article 2 of the Basic Regulation (EC) No 216/2008. This proposal will contribute to the overall objectives by addressing the issues outlined in Section 2. Therefore the specific objective of this proposal ensures a harmonised way of performing ramp inspections through common standards, in accordance with Part-ARO.RAMP. This objective would contribute to maintaining a high uniform level of civil aviation safety in Europe. In addition, as mentioned in section 2, it should also be taken into account that the obligation to perform ramp inspections stems from ICAO Annex 6, and that the Member States expect EASA to coordinate the Programme allowing them to effectively discharge their obligation.

The harmonisation of the performance of SAFA and SACA in all EU Member States and SAFA ramp inspection in participating countries would indeed make possible the effective enforcement of international or EU safety standards respectively. It is recognised that ramp inspections will become one of the primary means of overseeing the population of third country operators, which further highlights the need for high quality ramp inspection data, which can only be guaranteed by a harmonised EU Ramp Inspection Programme.

4. Identification of options

The following options have been identified for this rulemaking task:

Table 2: Selected policy options

Option No	Description
0	Baseline option (no change in rules; risks remain as outlined in Section 2)
1	Code of Practice developed by EASA states, as well as by SAFA participating States
2	Rulemaking task to develop AMC and GM on the harmonisation of inspections

5. Analysis of impacts

5.1 Safety impact

As regards the safety impact, the main risk identified for the 'no regulatory action' Option 0 (see also section 2.3) is that not transferring the existing SAFA GM to the new legislative framework as established by the IRs, and complementing it with AMC and GM for SACA inspections and the approval of training organisations, would endanger the completion and the effectiveness of the programme itself, particularly when considering the need for harmonisation and standardisation. It should also be recalled that operators underlined repeatedly the importance of a harmonised approach.

As mentioned before, the importance of an accurate EU Ramp Inspection Programme is also recalled by the safety recommendation included in the 'Runway overrun Onur Air Accident Investigation Report'.

Another aspect previously mentioned is a lack of common, detailed procedures for the conduct of ramp inspections which would endanger EU-wide standardisation, as shown by the findings raised during SAFA Standardisation inspections carried out by the Agency.

These risks also apply to option 1, as there would be no harmonisation between the guidance developed at Member State level. The development of a code of practice would not help the NAAs of EASA States to discharge their obligations under ARO.RAMP, and will compromise the objective of having a standardised manner of performing ramp inspections in Europe.

Only option 2 is expected to have a positive impact on safety by providing AMG/GM at European level, thus ensuring effective and harmonised functioning of the EU Ramp Inspection Programme, clear, common guidance being made available.

5.2 Environmental impact

No environmental impact has been identified.

5.3 Social impact

No social impact has been identified.

5.4 Economic impact

Should the future IRs not be supported by sufficiently detailed AMC and GM, the main economic impact identified for baseline option 0 is represented by the higher costs at EU (and programme) level, compared to those borne by EASA developing GM centrally (Option 2). In such an event, EASA states, as well as the SAFA participating States, would have to develop procedural material individually.

In addition, a further economic impact is represented by the possible distortion of the level playing field, should the approach towards SACA not be properly supported by AMC and GM. The same applies, albeit to a lesser extend to option 1, as it would entail certain common principles, but would still necessitate a detailed code of conduct at Member State level.

Overall option 2 is the most cost-effective option and thus is expected to have a positive economic impact.

5.5 Proportionality issues

No proportionality issues have been identified.

5.6 Impact on regulatory coordination and harmonisation

This involves several aspects.

First, there is a risk in options 0 and 1 linked to the implementation of the EU Ramp Inspection Programme as prescribed in Part-ARO.RAMP: taking into account the collective nature of the SAFA programme, standardisation and harmonisation are paramount to ensure a level playing field as well as to avoid duplication due to code of conducts at national level. Hence the IRs have to be properly supported by associated AMC and GM.

Furthermore, the obligation to do ramp inspections stems from ICAO Annex 6. Since one of the objectives of Regulation (EC) No 216/2008 is to assist Member States in fulfilling their obligation under the Chicago Convention, EASA coordinates the Programme (medium significance). Consequently only option 2 is expected to help Member States in discharging their obligations under the Chicago Convention.

In addition, the proposed option 2 would allow EASA and the Programme to be considered as a reference for any ramp inspection programme. Indeed, not only States and regional organisations around the world have largely inspired their programmes on the SAFA system, but several have joined (two States in the last two years) and others intend to do the same.

Overall, only option 2 is expected to have a positive impact on regulatory coordination and harmonisation.

6. Conclusion and preferred option

The Agency assessed the impact of each considered options in terms of safety and economic aspects, as well as in relation to the impact on regulatory coordination and harmonisation. As a result it proposes to select option 2 in this NPA, namely to develop AMC and GM for conducting SAFA and SACA inspections, as well as AMC and GM for the approval of SAFA training organisations.

The selected option has a positive impact on safety as well as a positive impact on regulatory harmonisation. In addition, the option — which has no environmental or social impacts — has a positive impact in economic terms.