



SLIDO Q&A RIF 2025

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Answers were given only for questions that included enough detail/context/information to be addressed.

1. HOW CAN THE INSPECTOR JUDGE THE STATUS OF LOOSE ITEMS IN THE CABIN AND GALLEY WHEN THE INSPECTION TAKES PLACE ON THE GROUND BETWEEN FLIGHTS?

ANSWER:

THE STATUS OF LOOSE ITEMS AND CORRESPONDINGLY THE INSPECTION DEPENDS ON VARIOUS FACTORS AND MIGHT DIFFER BETWEEN SCENARIOS, AMONG OTHERS THE PHASE/TYPE OF THE OPERATIONS, THE TYPE OF ITEM AND ITS REQUIRED LOCATION/POSITION.

2. HOW DOES THE INSPECTOR INSPECT THE CABIN TROLLEY BRAKES? IS THERE A STANDARD WAY?

ANSWER:

THE CREW SHOULD BE ASKED TO PERFORM SUCH TEST (SIMILARLY AS THE CREW NEEDS TO OPEN ANY COMPARTMENTS, HATCHES, ETC.) AND DEMONSTRATE THE OPERABILITY OF THE BRAKES. FURTHERMORE, THE RAMP INSPECTOR COULD ASK IF SUCH TEST IS DONE IN ACCORDANCE WITH THE OPERATORS' PROCEDURES.

3. INTERNATIONAL OPERATORS BRING ON CARTS AT A TURN FLIGHT, WOULD YOU CONSIDER INSPECTING CARTS AT PROVIDER LOCATIONS AS A BASELINE AND SAMPLE LIVE FLIGHTS?

ANSWER:

INSPECTIONS AT PROVIDER LOCATIONS ARE OUT OF THE SCOPE OF RAMP INSPECTIONS. RAMP INSPECTIONS MAY INCLUDE THE INSPECTION OF SERVICE CARTS ACCORDING TO INSPECTION INSTRUCTIONS.

4. ON THE UNRESOLVED FINDINGS SLIDE, THE USA HAS A LONG HISTORY BUT ARE THE MAJORITY TIED TO GENERAL AVIATION?

ANSWER:

SLIDES 8 AND 9 PROVIDE DATA FOR COMMERCIAL AIR TRANSPORT WITH AEROPLANES (CAT(A)) ONLY.

5. THE ROLE OF OMBUDSMAN WOULD BE A GREAT ADVANTAGE TO COORDINATE ISSUES BETWEEN OPERATORS AND STATE OF INSPECTION. SUGGESTION: AIRLINE GROUPS HAVE DEDICATED LINE OF COMMUNICATION.

ANSWER:

IT IS NOTED THAT SOME OPERATORS WOULD LIKE TO RECEIVE MORE INFORMATION ON INDIVIDUAL STATES' APPEAL PROCESS.

6. IN ORDER TO IMPROVE COMMUNICATION BETWEEN INSPECTORS AND OPERATORS, COULD SAFA WEB BE ENHANCED TO RECEIVE NOTIFICATION WHEN THERE IS AN UPDATE IN THE FOLLOW-UP?

ANSWER:

AT THE MOMENT THE CURRENT IT TOOL DOESN'T FORESEE THIS POSSIBILITY, BUT IT WILL BE TAKEN INTO ACCOUNT FOR FUTURE IT DEVELOPMENTS.

7. FINDINGS WRITTEN FOR OPERATORS WITH A SMALL NUMBER OF AIRCRAFT IN THEIR FLEET HAVE A LARGE IMPACT. IS THERE ANY CONSIDERATION OF CHANGING THE AVERAGING METHODOLOGY?

ANSWER:

A REVIEW OF THE CURRENT METHODOLOGY IS ONE OF THE TASKS OF THE RAMP NEXTGEN TASK FORCE.

8. I WOULD RECOMMEND TO HAVE FINDINGS APPEAL PROCESS IN DATABASE, TO INCLUDE NATIONAL AUTHORITY TO OFFICIAL DISCUSSION IN THE SYSTEM OR OTHER METHOD.

ANSWER:

REGARDING THE APPEAL PROCESS PLEASE REFER TO QUESTION NO. 5. THE CIVIL AVIATION AUTHORITY OF THE STATE OF OPERATOR/REGISTRY MAY REQUEST ACCESS TO THE DATABASE, WHICH WILL ALWAYS BE GRANTED. THOSE AUTHORITIES THAT HAVE REGISTERED WILL RECEIVE A NOTIFICATION OF AN INSPECTION WITH CAT 2 OR 3 FINDINGS AND CAN THEREFORE INTERVENE IN THE FOLLOW-UP PROCESS.

9. IS ROOT CAUSE ANALYSIS AND PLANNED ACTIONS NECESSARY TO BE PRESENTED FOR FINDING RECTIFICATION? SO FAR, THERE IS NO STANDARD AND STATES OF INSPECTION DO NOT HAVE ALIGNED PROCESSES.

ANSWER:

YES, AS PER ARO.RAMP.135 EVIDENCE OF CORRECTIVE ACTIONS TAKEN ARE REQUIRED FOR CAT 2 AND 3 FINDINGS. ORO.GEN.150 REQUIRES AN OPERATOR TO IDENTIFY THE ROOT CAUSE IN ORDER TO DEFINE THE CORRECTIVE ACTION PLAN. SO, THE OPERATOR SHOULD HAVE ITS OWN PROCESS.

10. MISSING A NEUTRAL THIRD PERSON TO HELP GUIDE THE PROCESS AND ASSESS THE FINDINGS.

ANSWER:

NOTED, FOR THE APPEAL PROCESS PLEASE REFER TO QUESTION NO.5.

11. THERE MUST BE A FINAL CHECKER FOR EACH FINDING CLOSURE. NOT FROM THE STATE, NOT FROM THE OPERATOR.

ANSWER:

NOTED, FOR THE APPEAL PROCESS PLEASE REFER TO QUESTION NO.5.

12. WE EXPECT FINDINGS IN AREAS NOT DIRECTLY UNDER THE OPERATOR'S RESPONSIBILITY TO BE RAISED AS CATEGORY G FINDINGS AND REFLECTED TO THE RELEVANT ORGANISATION.

ANSWER:

THIS IS A COMPLEX DISCUSSION, AS THE NON-COMPLIANCE IS DETECTED AT OPERATOR LEVEL. WE UNDERSTAND THAT IN RESOLVING A NON-COMPLIANCE THE OPERATOR MAY BE DEPENDING ON ITS AUTHORITY E.G. APPROVAL ITEMS. HOWEVER, SUCH FINDING CANNOT BY DEFAULT BE CLASSIFIED AS A G.

13. FOR CAT 1 FINDINGS, EMAIL STATES NO FINDINGS OR MINOR FINDINGS ONLY ON YOUR AIRCRAFT. CAN THIS BE AMENDED TO SHOW A CAT 1 FINDING TOOK PLACE ON YOUR AIRCRAFT?

ANSWER:

THE REQUEST IS NOTED AND WILL BE TAKEN INTO ACCOUNT FOR FUTURE CONSIDERATION.

14. HOW OFTEN ARE SAFA RAMP INSPECTIONS CONSULTED FOR SAFETY INCIDENTS OR ACCIDENTS?

ANSWER:

NO ANSWER CAN BE PROVIDED AS WE DO NOT MONITOR THE REASON WHY USERS LOG IN TO THE DATABASE, NOR DOES EASA MONITOR IF SUCH REQUESTS ARE MADE DIRECTLY TO THE INSPECTING STATE. HOWEVER, EASA DOES OCCASIONALLY GET REQUESTS TO PROVIDE AGGREGATED DE-IDENTIFIED DATA ON CERTAIN TOPICS FOR THE PURPOSE OF INCIDENT AND ACCIDENT INVESTIGATION.

15. WILL THE SLIDES/PRESENTATIONS FROM TODAY BE DISTRIBUTED TO THE GROUP?

ANSWER:

YES, THE PRESENTATIONS HAVE BEEN UPLOADED ON THE EVENT'S PAGE ON THE EASA WEBSITE.

16. HOW TO DISCARD CAT1 FINDING IF THE INSPECTOR RAISED IT AND THERE IS NO CORRECT COMPONENT DOCUMENTATION ON BOARD TO SHOW THAT IT IS APPROVED FOR USE ON AIRCRAFT?

ANSWER:

IF EVIDENCE IS PROVIDED AFTER THE INSPECTION THAT THE SITUATION WAS COMPLIANT, THE INSPECTING AUTHORITY MAY DECIDE TO DISCARD THE FINDING.

17. CATG/CAT1 FINDING RAISED DURING INSPECTION AND WRITING C/L BUT LEVEL MAY CHANGE IN DATABASE. IS THERE ANY PROCESS OR PROCEDURE FOR RE-ASSESSMENT OF FINDING?

ANSWER:

IN SOME SPECIFIC CASES THE CATEGORY OF THE FINDING CAN BE AMENDED BY THE INSPECTING AUTHORITY AFTER THE INSPECTION WITH A PROPER JUSTIFICATION INCLUDED IN THE FINAL REPORT IN THE DATABASE.

THE PAPER DOCUMENT IS REFERRED TO AS THE 'PROOF OF INSPECTION' AND IS NOT YET THE FINAL INSPECTION REPORT.

18. IS THERE A POSSIBILITY TO "OVERRIDE" OR REJECT ANY SAFA/RAMP INSPECTION DECISION? E.G. RAMP INSPECTION WAS PERFORMED, AND INSPECTOR IS GROUNDING AIRCRAFT.

ANSWER:

THIS DEPENDS ON THE INSPECTING AUTHORITY'S STATE ADMINISTRATIVE/PENAL LAW, WHICH DIFFERS FROM STATE TO STATE.

COMMONLY SUCH LAW WILL NOT CONSIDER A FINDING AS A DECISION OPEN TO APPEAL. HOWEVER, THE ACTION FOLLOWING A FINDING, SUCH AS GROUNDING AN AIRCRAFT, WOULD NORMALLY BE.

19. DOES THE 30-DAY DEADLINE TO RESPOND TO CAT2/3 START FROM THE DATE THE FINDINGS ARE NOTIFIED WITHIN THE ELECTRONIC RAMP INSPECTION TOOL, OR FROM THE DATE OF INSPECTION TO AIRCRAFT?

ANSWER:

THE 30-DAYS DEADLINE TO RESPOND TO CAT2/3 FINDINGS STARTS FROM THE NOTIFICATION GENERATED BY THE DATABASE AND NOT FROM THE DATE OF INSPECTION.

20. IS IT FORESEEN TO IMPLEMENT A DRUG TESTING PROGRAM?

ANSWER:

CURRENTLY STATES CAN DECIDE ON AN INDIVIDUAL BASIS PROVIDED THEY NOTIFY THE EUROPEAN COMMISSION AND THE AGENCY. AT EU LEVEL CURRENTLY DISCUSSIONS ON DRUG TESTING ARE AT ITS VERY EARLY STAGES. WE CANNOT YET INDICATE IF AND WHEN THIS WILL MATERIALISE IN A RULE CHANGE PROPOSAL.

21. FOR THE SAKE OF MEANINGFUL RESULTS, WE RECOMMEND THAT ALCOHOL TESTS BE CONDUCTED BEFORE DEPARTURE RATHER THAN AFTER LANDING.

ANSWER:

IN ACCORDANCE WITH GM1.ARO.RAMP.106 ALCOHOL TESTS CAN BE CONDUCTED AT ANY TIME DURING A RAMP INSPECTION.

22. WHY DOES A RAMP INSPECTOR CHECK THE SAME AIRCRAFT AGAIN IN LESS THAN 90 DAYS?

ANSWER:

EITHER BECAUSE IT IS A RANDOM INSPECTION, A PLANNED INSPECTION OR THERE IS A REASON THAT THE AIRCRAFT IS SUSPECTED OF NOT BEING COMPLIANT WITH THE APPLICABLE REQUIREMENTS (ARO.RAMP.100 REFERS).

23. WHAT ABOUT A DIGITAL CABIN CREW LICENSE/ATTESTATION IN THE FUTURE? DURING RAMP INSPECTIONS THE TRAINING RECORDS OF CABIN CREW ARE ALSO ASKED BY THE INSPECTOR.

ANSWER:

REGARDING THE DIGITAL CABIN CREW ATTESTATION, WE TAKE NOTE OF YOUR SUGGESTION AND WE'LL BRING IT TO THE ATTENTION OF THE ONGOING RULEMAKING GROUP DEALING WITH DIGITAL PERSONNEL LICENCING (NPA 2024-08).

24. COULD THERE BE A PEER-TO-PEER REVIEW BEFORE RELEASE OF FINDINGS TO ENSURE FAIRNESS AND IMPARTIALITY?

ANSWER:

THE FINDINGS SHOULD BE CHECKED BY THE INSPECTING AUTHORITY BEFORE THE REPORT IS APPROVED (RIM 7.1.3 REFERS).