

Annex II to Decision 2018/012/R

'AMC and GM to Part-ARO — Issue 3, Amendment 8'

The Annex to Decision 2014/025/R of 28 July 2014 is hereby amended as follows:

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

1. deleted text is marked with ~~strike-through~~;
2. new or amended text is highlighted in **blue**; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

1. AMC1 ARO.RAMP.106 is inserted as follows:

AMC1 ARO.RAMP.106 Alcohol testing

GENERAL — ALCOHOL TESTING METHODOLOGY

- (a) If alcohol testing is carried out by RAMP inspectors under the RAMP inspection programme, the following alcohol testing methodology should be used to ensure accurate testing results.
 - (1) The alcohol test should be carried out with an appropriate and approved testing device in accordance with national requirements on alcohol testing of individuals.
 - (2) The ramp inspector that carries out the alcohol test should be adequately trained and qualified.
 - (3) After an initial positive alcohol test, a further confirmation test should be carried out in accordance with national requirements on alcohol testing of individuals.
 - (4) Testing procedures should specify the following:
 - (1) Handling of test results, in order to determine a true positive test
 - (2) The process to be followed in case of a confirmed positive test result, including how to inform the crew member concerned about the actual testing result
- (b) Initial alcohol test
 - (1) The initial alcohol test should be carried out using a breath alcohol analyser to ensure that initial alcohol testing is non-invasive.
 - (2) The breath alcohol concentration (BrAC), measured by a breath alcohol analyser during the initial alcohol test, should not exceed a level equivalent to 0.2 grams of blood alcohol concentration (BAC) per litre of blood or the lower of the national statutory limits, whichever is the lower.
- (c) During a confirmation alcohol test, the BAC should not exceed a level equivalent to 0.2 grams per litre of blood or the lower of the national statutory limits, whichever is the lower.
- (d) In case of a positive alcohol test following a confirmation alcohol test or in case of a refusal by the crew member to cooperate during an alcohol test, the competent authority should inform

the crew member concerned, as well as the competent authority and the authority responsible for the crew concerned.

- (e) A refusal by a crew member to cooperate during an alcohol test should be regarded in the same way as a positive test and as such should be regarded as a refusal to grant access in accordance with ORO.GEN.140 in the case of an EU operator or in accordance with TCO.115 of Commission Regulation (EU) No 452/2014 in the case of a third-country operator.
- (f) The competent authority should provide information on its alcohol testing procedures in an easily accessible format.

2. GM1 ARO.RAMP.106 is inserted as follows:

GM1 ARO.RAMP.106 Alcohol testing
CONDUCT OF THE ALCOHOL TEST

- (a) An alcohol test may be carried out at any time during a ramp inspection.
- (b) In order to ensure sufficient time in case of a confirmation test, following an initial test, the alcohol test should, where possible, be carried out at the start of the inspection.
- (c) At all times when carrying out an alcohol test, the inspector should ensure a testing environment as discreet as possible.

3. GM2 ARO.RAMP.106 is inserted as follows:

GM2 ARO.RAMP.106 Alcohol testing
GUIDANCE ON CARRYING OUT A CONFIRMATION ALCOHOL TEST

- (a) The written information after a positive confirmation test provided to the crew member concerned, contains information on the time and date of the alcohol test, the equipment used, as well as the actual result of the alcohol test.
- (b) A further confirmation test may be carried out at least 15 minutes, but not more than 30 minutes, after the completion of the initial test. During this time, the inspector should observe that the flight and cabin crew member does not eat or drink or ingest something into their mouth, in order to prevent any accumulation of alcohol in the mouth from leading to an artificially high reading.

4. GM3 ARO.RAMP.106 is inserted as follows:

GM3 ARO.RAMP.106 Alcohol testing
INFORMATION ON ALCOHOL TESTING

The information by the competent authority on its alcohol testing procedures should include information on the applicable national statutory limit.

5. AMC4 ARO.RAMP.115(b)(2) is amended as follows:

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

(...)

Flight crew				
20	Flight crew licence/composition	<ul style="list-style-type: none"> • On-board • Form/content/English translation when needed • Validity • Ratings (appropriate type) (pilot-in-command (PIC)/ATPL) • Pilots' age • Possible difference with ICAO Annex 1 (concerning the age of pilots) • In case of validation (all documents needed) • Medical assessment/ check interval • Spare eye glasses if applicable • Minimum flight crew requirements • Alcohol testing, where applicable 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

(...)

B Cabin Safety

(...)

11	Cabin crew members	<ul style="list-style-type: none"> • General overview of cabin crew (conditions) • The sufficient number of cabin crew (appropriate) • How the duty stations are manned • Follow practice of the cabin crew • When refuelling with passengers on-board check procedures • Alcohol testing, where applicable 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

6. AMC2 ARO.RAMP.125 is inserted as follows:

AMC2 ARO.RAMP.125 Proof of ramp inspection checklist
CHECKLIST TO REPORT ON THE RESULTS OF A RAMP INSPECTION

Proof of ramp inspection					
Date:	Local time start:	Local time end:	Place:		
Operator:		Alcohol testing: Yes <input type="checkbox"/> or No <input type="checkbox"/>	Positive alcohol test: Yes <input type="checkbox"/> or No <input type="checkbox"/>		
AOC Number:	SAFA <input type="checkbox"/>	Number of flight crew tested:	Number of cabin crew tested:		
State:	SACA <input type="checkbox"/>	SAFA type of operation: <input type="checkbox"/> Commercial Air Transport <small>(Annex 6 Part II)</small>	<input type="checkbox"/> General Aviation <small>(Annex 6 Part III)</small>	<input type="checkbox"/> Helicopter operation <small>(Annex 6 Part III)</small>	
Route from:		SACA type of operation: <input type="checkbox"/> CAT-aeroplanes	<input type="checkbox"/> NCC-aeroplanes	<input type="checkbox"/> Other (please specify)	
Route to:		Flight No:			
Chartered by operator: (where applicable)		Charterer's State: (where applicable)			
Aircraft type:	Registration mark:	Construction No.:			
Flight crew State of licensing:	2 nd State of licensing: (where applicable)	Aircraft configuration: <input type="checkbox"/> Passenger <input type="checkbox"/> Freight <input type="checkbox"/> Comb			
					Information of competent authority (logo, contact details tel./fax/e-mail)

No.	Code	Finding description

Description	Check	Remark
Flight deck		
General condition		
Emergency exit		
Equipment		
Documentation		
Manuals		
Checklists		
Radio navigation charts		
Minimum equipment list		
Certificate of registration		
Noise certificate (where applicable)		
AOC or equivalent		
Radio licence		
Certificate of airworthiness (CoFA)		
Flight data		
Flight preparation		
Weight and balance		
Safety equipment		
Hand fire extinguishers		
Life jackets/flotation device		
Harness		
Oxygen equipment		
Independent portable light		
Flight crew		
Flight crew licence		
Journey log book/technical log or equivalent		
Journey log book, or equivalent		
Maintenance release		
Defect notification and rectification		
Preflight inspection		
Safety/cabin		
General internal condition		
Cabin attendant's station & crew rest area		
First aid kit/emergency medical kit		
Hand fire extinguishers		
Life jackets/flotation devices		
Seat belt and seat condition		
Emergency exit, lighting/markings, independent portable light		
Slides/life rafts (as required), ELT		
Oxygen supply (cabin crew and passengers)		
Safety instructions		
Cabin crew members		
Access to emergency exits		
Safety of passenger baggage		
Seat capacity		
Aircraft condition		
General external condition		
Doors and hatches		
Flight controls		
Wheels, tyres and brakes		
Undercarriage skids/floats		
Wheel well		

<small>Inspection Standards: E = EASA, I = ICAO, M = manufacturer, N = national, O = other</small>				
<small>Finding Category: G = general remark, I = minor, II = Significant, III = major</small>				
Corrective action information (where applicable)				

Power plant and pylon		
Fan blades, propellers, rotors (main & tail)		
Obvious repairs		
Obvious un-repaired damage		
Leakage		
Cargo		
General condition of cargo compartment		
Dangerous goods		
Safety of cargo on board		
General		
General		

Class of Action	
3d	Immediate operating ban
3c	Aircraft grounded by (name CA)
3b	Corrective actions before Flight required
3a	Restriction on aircraft operation
2	Information to Authority and Operator
1	Information to PIC/operator representative
0	No Findings

PIC / operator representative (comments / feedback)	Name & Signature*
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SAFA inspector(s) name(s) or number(s):
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*) Signature by any member of the crew or other representative of the inspected operator does in no way imply acceptance of the listed findings but simply a confirmation that the aircraft has been inspected on the date and at the place indicated on this document. This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight. Data submitted in this report can be subject to change upon entering into the centralised database.

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7. AMC1 ARO.RAMP.135(b) is amended as follows:

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

CLASSES OF CATEGORY 3 FINDINGS

(...)

(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 manufactures definitions (e.g. AMM and/or SRM);
- (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; and
- (5) **removal from duty of a crew member after a positive alcohol test or where the crew member has refused to cooperate during a test in accordance with AMC1 ARO.RAMP.106.**

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.

(...)