Foreign Air Operator Validation and Surveillance Course

Bangkok, Thailand
2 – 4 June 2009

ICAO Ramp Inspection Guidance – Part II
B - Cabin Safety

B9. **Oxygen Supply** (Cabin crew & Passengers)

* **Instructions:**
Check for presence and condition where applicable

* **References:**
Annex 6, Part I, 4.3.8 and 6.7;

* **Seriousness:**
**Minor** – Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members

**Significant** – Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members, and flight performed above level 250
B - Cabin Safety
B – Cabin / Safety

B10. Emergency Briefing Cards

* Instructions:
Check for presence and accuracy

* References:
Annex 6, Part I 4.2.11.1 and 6.2.2;

* Seriousness:
Minor – Not enough emergency briefing cards for all passengers

Significant – Briefing cards from another aircraft or from obviously different versions / Some information missing or incorrect

Major – No emergency briefing cards on board
B – Cabin / Safety

☞ B11. Cabin crew members

* **Instructions:**
  Check for presence and accuracy.

* **References:**
  Annex 6, Part I, 12.1;

* **Seriousness:**

  **Significant** – Cabin crew members not in specified location
  **Major** – Insufficient number of cabin crew members
B – Cabin / Safety
B – Cabin / Safety

→ B12. **Access to emergency exits**

* **Instructions:**
Check that appropriate access to emergency exits is provided and that it is not impeded.

* **References:**
Annex 8, Part IIIA, 4.1.7; (and Part III D.6.2 and D.6.3)

* **Seriousness:**
**Major** – Impeded by luggage or cargo, etc / Impeded by seats
B – Cabin / Safety
B – Cabin / Safety

B13. Safety of cabin baggage

* Instructions:
Check that the passengers do not carry oversized hand baggage for the stowage capacity of the aircraft. Check proper stowage of cabin baggage

* References:
Annex 6, Part I, 4.8;

* Seriousness:
Major – Not securely stowed
B – Cabin / Safety

B14. Seat capacity

* Instructions:
Check that the number of persons boarding does not exceed the number permitted (number of seats normally, except specific circumstance)

* References:
Annex 6, Part I, 6.2.2;

* Seriousness:
Major – More seats than certified capacity / Insufficient serviceable seats for all passengers on board
B – Cabin / Safety
B – Cabin / Safety

B15. **Security of the flight crew compartment door** (if applicable)

* **Instructions:**
Check that the flight crew compartment door, if provided, is lockable. Where applicable, check that the flight crew compartment door is penetration resistant.

* **References:**
Annex 6, Part I, 13.2

* **Seriousness:**
**Minor** – Door not installed or unserviceable (ref. Annex 6, 13.2)
B – Cabin / Safety
C – Aircraft External Condition

C1. General condition:

* Instructions:
Check general condition of the airframe: apparent corrosion; cleanliness; presence of ice, snow, frost, legibility of markings, etc.

* References:
For markings: Annex 7

* Seriousness:
Minor – Minor defects

Significant – The defects need not necessarily be corrected before flight (visible corrosion, marking not legible, etc.)

Major – Safety related defect (correction required before departure) / Inadequate de-icing
C – Aircraft External Condition (cont)

C2. Doors and hatches:

* Instructions:
Check for passenger and cargo door condition, external markings, seals operating instructions and condition of hatches.

* References:
Nil

* Seriousness:
Minor – Minor defects but serviceable
Significant – Door operation instructions missing or unclear / Seal slightly damaged
Major – Unserviceable and not compatible with passenger number / Seal missing or badly damaged
C – Aircraft External Condition (cont)

→ **C3. Wings and Tail:**

* **Instructions:**
Check wings, vertical and horizontal stabilizers, including all flight control surfaces. Check for obvious damage, corrosion, disbonding, evidence of lightning strikes, dents, looseness of fittings, missing static discharges, etc.

* **References:**
Nil

* **Seriousness:**
**Minor** – Minor defects

**Significant** – Poor condition (damage, missing bonding strips or static discharges, play, lack of lubrication, disbanding)

**Major** – Damage, corrosion, leaks or wear outside limits of MEL, SRM, etc.
C – Aircraft External Condition (cont)

C4. Wheels, brakes and tires:

* Instructions:
Inspect for damage, wear and signs of tire under inflation

* References:
Nil

* Seriousness:
Minor – Minor defects

Significant – Signs of under inflation / Incorrect tire pressure / Unusual wear and tear

Major – Tires worn out or damaged beyond limits / Brakes worn out, leaking or damaged beyond limits / Damaged components or missing parts (i.e., tie bolts, heat sensors...)}
C – Aircraft External Condition (cont)

C5. **Undercarriage:**

* **Instructions:**
Visual inspection. Focus on lubrication, leakage and corrosion and wear on door fittings and hinges.

* **References:**
Nil

* **Seriousness:**
**Minor** – Minor defects

**Significant** – Significant signs of leakage, strut under-pressure, corrosion and obvious lack of lubrication

**Major** – Damage, corrosion, missing parts and/or leakage outside limits
C – Aircraft External Condition (cont)

C6. Wheel well:
* Instructions:
Visual inspection. Focus on cleanliness, leakage and corrosion.
* References:
Nil
* Seriousness:
Minor – Minor defects or dirty
Significant – Signs of leakage, corrosion and obvious lack of lubrication
Major – Damage, wide spread corrosion, leakage outside limits
C – Aircraft External Condition (cont)

C8. Fan blades (if applicable):

* Instructions:
Visual inspection. Check for foreign object damage, cracks, cuts, corrosion, erosion etc.

* References:
Nil

* Seriousness:
Minor – Minor defects
**Significant** – Damage to fan blades within limits but not recorded in Technical Log or equivalent
**Major** – Damage (nicks, dents, cracks, etc) outside the MEL, AMM, SRM, etc limits
C – Aircraft External Condition (cont)

C7. **Intake and exhaust nozzle:**

* **Instructions:**
  Visual inspection. Focus on damage, cracking, dents and loose/missing fasteners (intake) and LPT blades (where visible), obvious damage to sensors, jet pipe nozzle, exhaust, thrust reversers, etc.

* **References:**
  Nil

* **Seriousness:**
  - **Minor** – Minor defects
  - **Significant** – Damage to casing or lining / Dents and cracks in exhaust area all within limits, but not recorded in Technical Log or equivalent / Minor leak of oil and fuel
  - **Major** – Damage, wide spread corrosion, leakage outside limits
C – Aircraft External Condition (cont)

C9. **Propellers** (if applicable):

* **Instructions:**
Visual inspection. Check for corrosion, looseness of blades in hub, erosion, stone damage, anti/de-icing system, etc.

* **References:**
Nil

* **Seriousness:**
**Minor** – Minor defects
**Significant** – Damage to propellers within limits but not recorded in Technical Log or equivalent
**Major** – Damage (nicks, cracks, etc), leakage, looseness of blades outside the MEL, AMM, SRM, etc limits
C10. **Previous structural repairs:**

* **Instructions:**
  Visual inspection. Note any previous repairs – check condition and verify compliance to standard practices.

* **Reference:**
  Nil

* **Seriousness:**
  **Minor** – Minor defects
  **Significant** – No information about temporary repairs, doubts about old repairs, and repairs acceptable for continuation of flight
  **Major** – Improperly performed repairs or apparent unsatisfactory design / Damage to old repair
C – Aircraft External Condition (cont)

C11. **Obvious un-repaired damage:**

* **Instructions:**
  Visual inspection. Note unassessed and unrecorded damage including corrosion, lightning strike damage, and bird strikes etc.

* **References:**
  Annex 8, Part II, 3.6

* **Seriousness:**
  **Minor** – Within limits
  **Significant** – Within limits but not recorded
  **Major** – Unassessed and not recorded damage affecting airworthiness
C – Aircraft External Condition (cont)

- **C12. Leakage:**
  - **Instructions:**
    Visual inspection. Fuel, oil, hydraulic leaks. Inspect for toilet leaks at service locations.
  - **References:**
    Nil
  - **Seriousness:**
    - **Minor** – Within limits
    - **Significant** – Long standing water and lavatory leaks (blue ice)
    - **Major** – Leakage (oil, fuel, hydraulic, water) outside limits
ICAO Convention

Article 3 Civil and State aircraft

a) This Convention shall be applicable only to civil aircraft, and shall not be applicable to state aircraft.

b) Aircraft used in military, customs and police services shall be deemed to be state aircraft.

c) No state aircraft of a contracting State shall fly over the territory of another State or land thereon without authorization by special agreement or otherwise, and in accordance with the terms thereof.
D - Cargo

D1. General condition of cargo and Containers:
* Instructions: Check for cleanliness and general condition of cargo compartment and containers. Check damage to compartment liners and condition of the fire protection, detection & extinguishing system (if appropriate). Check condition of container locking devices.
* References: Nil
* Seriousness:
Minor – Partly defective lights / Minor defects but safe condition
Significant – Partly damaged paneling / Partly damaged containers / Defective lights / Floor locks (partly) u/s / Limited access to cargo (for combi) / Dividing net or door protection net damaged
Major – Damaged paneling out-of-limits / Damaged containers / Structural damage out of limits / Defective or missing fire extinguishing system (where applicable) / Cargo area not used in accordance with classification / No access to cargo area (for combi) / No barrier net (combi and cargo aircraft) / No smoke barrier/curtain / Floor locks unserviceable and outside MEL limits
D - Cargo

D2. Dangerous Goods

* Instructions: If dangerous goods 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.

* References: Annex 6, Part I, Appendix 2, 2.1.35;

* Seriousness:

Minor – Unable to recognize dangerous goods presented to operator for shipment

Significant – No dangerous goods regulations or references

Major – No or incomplete information to the captain of dangerous goods carried, in contradiction to Doc. 9284 provisions / Deficiencies: leakage, wrong packaging, label missing / Dangerous Goods not correctly secured / Loading not performed in accordance with ICAO Annex 18 / Dangerous Goods carried without authorization or in contradiction to Annex 18 or Doc. 9284
D - Cargo

D3. Safety of cargo on board:

* Instruction:
Check that loads are properly distributed and safely secured

* Reference:
Annex 6, Part I, 4.3.1;

* Seriousness:
Minor – Minor damage to: lashing, tie down equipment, pallet/container and/or locks
Significant – Damaged pallet container or net
Major – Cargo not correctly secured and/or safety distributed: lashing, tie down equipment, pallets and containers, locks / Load distribution/floor load limit exceeded
E - General

E1. Additional Remarks

* Instruction:
Record and report any items of significant nature that may be observed which are not covered by this guidance.

* Reference:
Nil

* Seriousness:
Minor – General findings with minor safety impact
Significant – General findings with significant safety impact
Major – General findings with major safety impact
E - General

E2. Refuelling

* Instructions:
Check that the procedures relating to refuelling with passengers on board are complied with.

* References:
Annex 6, Part I, 4.3.7;

* Seriousness:
Minor – Cabin crew not aware of refuelling with passengers on board
Significant – No procedures in place for refuelling with passengers on board
Major – Procedures in place but not carried out
E3. **English Language**

* **Instructions:**

Check that all pilots, and those flight navigators required to use the radio telephone, are fluent in the language used for radiotelephony communications or in the English language.

* **References:**

  - Annex 1, 1.2.9
  
* **Seriousness:**

  **Significant** – Pilot licences with no language proficiency endorsement, in the English language used in radiotelephony (except if implementation plan made available by State of issuance – until 5 March 2011)

  **Major** – Pilots not fluent in the English language or the language used in radiotelephony
Questions???