



APPENDIX 6 TO DSA.AOC.MAN.006

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A photograph of an aircraft on a tarmac. The view is from a low angle, looking up at the underside of the aircraft's wing and fuselage. A person wearing a high-visibility yellow vest is visible in the background, appearing to be inspecting the aircraft. The scene is set outdoors on a paved surface, possibly a runway or taxiway, with some buildings and other aircraft visible in the distance.

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



MANUAL
RAMP INSPECTION OF NATIONAL AND FOREIGN OPERATORS
INSPECTION INSTRUCTIONS ON THE CATEGORISATION OF RAMP
INSPECTION (SAFA/SANA) FINDINGS

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Evolution of the Document

CREATION OF DOCUMENT

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RECORD OF AMENDMENTS

Modif. Index		Date		Reason for amendment
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01	00	26/07/2021		First issue

INTRODUCTION

Purpose and scope

Legal framework

- Decree N°2003/2028/PM of 04 September 2003 on the regulation of licences, documents and controls related to aviation safety.
- Instruction N°000251/CCAA/DG/DSA of 27 May 2009 relating to safety inspections of flights.

The Ramp Inspection Manual provides that ramp inspectors should follow the inspection instructions on the categorisation of findings established by the CCAA for inspections performed on aircraft used by foreign operators (SAFA) and on aircraft used by operators under the regulatory oversight of the Republic of Cameroon (SANA).

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

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

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

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

- b) The finding should be categorised according to the list of Pre-Described Findings (PDF) listed below. In the PDF list the description, categorisation and reference to the applicable standard is given. Although the list of PDFs is as complete as possible, it cannot cover all possible deviations that may occur.
- c) The PDF list is intended to be used by the inspector to guarantee a common description and categorisation of findings. The inspector should make use of this list in the majority of situations and should always privilege the use of PDF while reporting findings. In those cases where there is no appropriate PDF, the inspector should, based upon his proficiency and the impact on aviation safety, make a sound judgement into which category the finding needs to be placed. While reporting a User Described Finding (UDF), the inspector should make sure to always report the associated Standard Reference representing the basis for the identification of the finding.
- d) If any deficiencies are detected related to loose and/or missing fasteners and/or damaged and/or broken bonding wires during the ramp inspection the finding categorisation has to be done by the inspector in accordance with the assessment decision matrix provided below. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.



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ASSESSMENT MATRIX				
		Assessment criteria	Action and follow-up	
Assessment Level	Minor	CAT 1	<p>Minor Impact Fasteners One or more missing fastener(s) not adjacent at any location in any number of secondary structure panels which are flush to the surrounding.</p> <p>Minor Impact bonding wires</p> <ul style="list-style-type: none"> - Broken, damaged or missing bonding wire(s) in servicing/access/fairing panels, cargo doors, inlet & outlet valves and landing gear doors. - All bonding wires with redundancy, except for binding wires in emergency exit doors, flight control system or landing gear system. 	<ul style="list-style-type: none"> - Normal debriefing together with proof of inspection but no formal follow-up by the inspector - no further assessment by the inspector at the time of inspection
	Significant	CAT 2	<p>Significant Impact Fasteners</p> <ul style="list-style-type: none"> - two consecutive missing fasteners in secondary structure panels, with the panel flush with surrounding structure - Consecutive rivets missing in engine exhaust nozzle skin, wheel wells or similar locations outside pressurized areas. - No evident exposure to airflow or noticeable damages that could lift the panel. <p>Significant impact bonding wires: wire broken (less than 25% remaining) but <u>redundant wire available</u>. Installed in an emergency exit door, flight control system or landing gear system.</p>	<ul style="list-style-type: none"> - Normal debriefing together with proof of inspection - No further assessment by the inspector at the time of inspection. - The operator should assess and report findings that potentially lowers safety in accordance with their approved procedures under its own responsibility and accountability. - The operator is requested to upload AMM/SRM dispatch limits in the follow up process. Findings should not be closed prior to the upload of dispatch limits in the follow up process. - Oversight NAA may be contacted in cases where the operator has operated outside the manufacturer's limitations with repetitive breaches of ICAO or CCAA requirements.
	Major	CAT 3	<p>Major impact fasteners: one of the following conditions</p> <ul style="list-style-type: none"> - loose/missing fastener in primary structure element - loose/missing rivet in pressurized area - loose/missing bolts, lockbolts, high locks, other fasteners with safety wire protection - two or more consecutive loose/missing rivets in engine inlet cowls/skin or similar locations that could cause a FOD hazard. - several loose/missing fasteners on a secondary structure panel being loose with evident exposure to airflow or significant damages that could lift the panel. <p>Major impact bonding wires:</p> <ul style="list-style-type: none"> - broken (less than 25% remaining) or missing binding wire(s) <u>without redundant bonding wire available</u> in emergency exit doors, flight control system or landing gear system 	<ul style="list-style-type: none"> - Debrief the operator soonest to avoid delays with a clear instruction to record in Aircraft technical logbook system or equivalent and assess defect. - Findings or remarks which seriously hazards flight safety should be resolved by the operator prior to departure. - Assessment according to manufacturer's dispatch limits prior to departure as per the operator's approved procedures with a certificate of release to service (CRS) - Manufacturer limits as described in AMM/SRM should only be used where the assessment indicates major impact on flight safety and the operator should provide the inspector with evidence for corrective action (3b). <p>* Defects that after assessment by the operator is found to be within dispatch limits or leads to paperwork only should be categorized as significant CAT 2.</p>



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

These are the inspection instructions on the categorisation of findings for inspections performed on aircraft used by foreign 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; The list of SAFA PDFs is based on the following standard references.

- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Annex 1 (12th Edition July 2018, Amendment 175, 16 July 2018).
- ICAO Annex 2 (10th Edition July 2005, Amendment 46, 16 July 2018).
- ICAO Annex 6, Part I (11th Edition July 2018, Amendment 43, 16 July 2018).
- ICAO Annex 7 (6th Edition, July 2012, Amendment 6, 16 July 2012).
- ICAO Annex 8 (12th Edition, July 2018, Amendment 106, 08 November 2018).
- ICAO Annex 10, Volume III (Second Edition July 2007, Amendment 90, 11 July 2016) and Volume IV (Fifth Edition July 2014, Amendment 90, 16 July 2018).
- ICAO Annex 15 (16th Edition, July 2018, Amendment 40, 16 July 2018).
- ICAO Annex 16, Volume I (8th Edition, July 2017, Amendment 12, 21 July 2017).
- ICAO Annex 18, (4th Edition, July 2011, Amendment 12, 13 July 2015).
- ICAO Doc 4444, Procedures for Air Navigation Services (16th edition, 2016, Amendment 8, 08 November 2018).
- ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air (2017-2018 Edition, Addendum No. 2/Corrigendum No. 1).
- Law N° 2013/010 of 24 July 2013 governing civil aviation in Cameroon
- Decree N°2003/2028/PM of 04 September 2003 on the regulation of licences, documents and controls related to aviation safety

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



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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.

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). 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 the CCAA 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.



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Inspection item	Inspection item title	Inspecting Instructions
A01	General condition	<p>Check general condition. Check the stowage of interior equipment, suitcases, navigation chart cases etc...</p> <p>Note: Inspectors should make sure that manuals, flight cases etc. were indeed not appropriately stowed during the incoming flight. In some cases, it can be proven (or at least reasonably assumed) that the manuals were not stowed during flight since e.g. there is no suitable stowage area. However, in those cases where it cannot be excluded that the crew indeed stows 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.</p> <p>If a flight crew compartment door is installed, check the door locking/unlocking mechanism. On passenger carrying aeroplanes with:</p> <ul style="list-style-type: none"> - a maximum certified take-off mass (MCTOM) > 54.500 kg; - a MCTOM > 45.500 kg and a passenger seating capacity greater than 19; or - a passenger seating capacity greater than 60. <p>Check for installation and serviceability of the reinforced cockpit door.</p> <p>Check the means to monitor the door area from either pilot's 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, 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 for instance, it still constitutes a finding, but with a lesser impact on safety (hence the CAT 1 finding should be used). The presence in the cockpit of an additional crew member during all phases of the flight is considered to fully meet ICAO requirements.</p> <p>Check the condition of the flight deck windows (e.g. windshield cracks, possible delamination... Check that no equipment is installed such that it obviously does not meet the systems design features and emergency landing provisions in Annex 8 Part IIIA/B, Chapter 4 (e.g. when equipment installed on the glare shield significantly impairs the pilots vision).</p> <p>Note: Inspectors may request (directly or at a later stage) from the operator, the technical approvals for the installed special equipment in the case of dubious installations.</p> <p>Check the presence and serviceability of the windshield wipers (if required for the flight). Check if any electrical cables/wires are unintentionally exposed. Check the serviceability of the warning panel lights.</p>



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



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				necessary to permit access and egress by authorized persons; and 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.			
A01	I	3	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available or U/S (outside dispatch limits/conditions)	SAFA-A01-05	
A01	I	3	A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	Cockpit door lock N/A or U/S (outside dispatch limits/conditions)	SAFA-A01-06	
A01	M	3			Damage and/or delamination to flight deck windows (outside dispatch limits/conditions)	SAFA-A01-07	Describe nature and extent of damage
A01	I	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Interior equipment and/or other object(s) not correctly secured or stowed during flight	SAFA-A01-08	Indicate what interior equipment/object(s) was not secured



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			A8-III A4.1.6.(c) A8-III B-4.2.(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference.			
A01	I	3	A6-I-13.2.2	All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54.500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or c) with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.	Reinforced cockpit door not installed (on passenger flights)	SAFA-A01-09	
A01	M	3			Lights U/S in warning panel (outside dispatch limits/conditions)	SAFA-A01-10	Indicate the particulars of the situation observed
A01	I	2	A8-III A-4.1.6d, A8-III B-4.2d	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.	Cockpit installations significantly decreasing pilots' vision	SAFA-A01-11	Indicate the particulars of the situation observed
A01	I	3	A8-III A-4.1.6d	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall	Windshield wipers/cleaning/drying system not installed or inoperative (outside dispatch limits/conditions)	SAFA-A01-12	Indicate the particulars of the situation observed



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
				permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.			
A01	1	3	A8-III A-1.4, A8-III B-1.4	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 III A/B, Chapter 4	SAFA-A01-13	Indicate the particulars of the situation observed
			A8-III A-1.5.1, A8-III A-1.5.2	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-III B-1.5	Proof of compliance The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.			
A01	1	2	A8-III A-9.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of an aeroplane flight manual, markings and placards, and such other means as may effectively accomplish the purpose. The limitations and information shall include at least those prescribed in 9.2, 9.3 and 9.4.	Operational flight deck markings and/or placards missing or incorrect	SAFA-A01-14	Indicate the particulars of the situation observed



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			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.			
A01	I	2	A8-IIIA-1.4 A8IIIB-1.4	Unsafe features and characteristics Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Inadvertently exposed electrical cables/wires in the cockpit	SAFA-A01-15	
A01	M	1			Cockpit seats in poor condition	SAFA-A01-18	



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A02	Emergency exit	<p>Check serviceability of exits and, when ropes are installed, check that they are secured. Check whether access to emergency exits is restricted or impeded.</p> <p>Note: <i>Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before flight without hindering evacuation. If the crew is unable to confirm this, a finding may be appropriate.</i></p>

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A02	1	3	A8-III A-4.1.7.3 A8-III B-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.	Access to emergency exit impeded	SAFA-A02-01	Indicate why the access to emergency exit is impeded
A02	1	3	A8-III A-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Emergency exits U/S	SAFA-A02-02	
			A8-III A-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.			
			A8-III B-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			



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			A8-III B-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-VA-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	1	3	A8-III A-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside dispatch limits/conditions)	SAFA-A02-03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)
		A8-III A-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				
		A8-III B-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.				
		A8-III B-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.				
		A8-III B-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily				



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				identified, and its method of operation shall be plainly marked.			
			A8-VA-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.			



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A03	Equipment	<p><i>Note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a CAT 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.</i></p> <p>All Flights:</p> <p>a) <u>TAWS (E-GPWS)</u> Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward-looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions. When an operational test can be performed by the pilot, it should be requested. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i> <i>Note: Some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil the ICAO requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO requirements.</i></p> <p>In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight.</p> <p><i>Note: Aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry 9 passengers or less are not required to be equipped with a TAWS installation.</i></p> <p>b) <u>ACAS II (TCAS)</u> Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. When an operational test can be performed by the pilot, it should be requested. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p>All aeroplanes (MCTOM over 5.700 kg or MOPSC in excess of 19 passengers) shall be equipped with ACAS II collision avoidance logic version 7.1. Verification of compliance can be done by verifying the ACAS call-outs in the crew procedures in the operations manual (Part B, systems description); for version 7.1 these procedures should show the new resolution advisory "Level off, level off". Other documents like the radio station licence might contain evidence on (non-)compliance as well.</p> <p>A finding should <u>only</u> be raised if evidence is found that version 7.0 or lower is installed.</p>



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A CAT 3 finding should be raised whenever evidence is found that a version 7.0 or lower is installed and that no mitigating measures are in place.

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

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

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

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

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

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

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

c) Cockpit Voice Recorder

When an operational test can be performed by the pilot, it should be requested.

Note: On certain aircraft such a test cannot be performed by the pilots, but only by maintenance personnel; this does not constitute a finding.

Flights in designated airspace: a) RVSM

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

b) PBN

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

c) NAT HLA

Check whether the equipment unserviceability (if any) affects the aircraft operations in the NAT HLA airspace (NAT Doc 007).
Area of applicability:



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A large portion of the airspace of the North Atlantic Region, including the majority of North Atlantic crossing routes between FLs 285 and 420, has been designated as the NAT High Level Airspace (NAT HLA). Within this airspace aircraft have to meet defined NAT HLA Standards and appropriate crew procedures and training have to be established.

The lateral dimensions of the NAT HLA include the following Control Areas (CTAs): REYKJAVIK, SHANWICK (excluding SOTA & BOTA), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°N.

d) 8.33 kHz channel spacing

Check that radio equipment is 8.33 kHz channel spacing capable if required (States part of the Eurocontrol area can check for applicability on the Eurocontrol website https://ext.eurocontrol.int/833/Airspace_8.33kHz_Radio.html). This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 kHz on the radio control panel. The panel should normally show 6 digits – however some radio control panels may omit the leading “1” and display only 5 digits, e.g. 32.055.

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

Electronic flight bags (EFB):

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

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

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

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

- adequately secures the EFB;
- Is not obstructing (visually or physically) any equipment in the cockpit;
- does not impede the ability to operate the aircraft or the accessibility of emergency equipment; and



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		<p>- does not obstruct the emergency exit. <i>Note: In case of EFB not secured in flight either via a mounting device or a viewable stowage, the policy of the operator regarding the securing of the device should be checked.</i></p>
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A03	1	3	A6-I-6.1.1	In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry	Required equipment installed but not being used during operation by crew.	SAFA-A03-01	Indicate the particulars of the situation
A03	1	3	A6-I-6.19.1	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).	ACAS II N/A or U/S (outside dispatch limits/conditions)	SAFA-A03-02	Indicate the particulars of the situation observed
A03	1	2	AUR.ACAS.10 05(1)	(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II: (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or (b) aeroplanes authorised to carry more than 19 passengers.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1, but mitigating measures in place.	SAFA-A03-03	Indicate what mitigating measures are in place
		A10-IV-4.3.5.3.1	New ACAS installations after 1 January 2014 shall monitor own aircraft's vertical rate to verify compliance with the RA sense. If non-compliance is detected, ACAS shall stop assuming compliance, and instead shall assume the observed vertical rate.				
		A10-IV-4.3.5.3.3	After 1 January 2017, all ACAS units shall comply with the requirements stated in 4.3.5.3.1.				



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A03	1	3	A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight.	GPWS with forward looking terrain avoidance function not installed or unserviceable (outside dispatch limits/conditions)	SAFA-A03-04	Indicate if no system at all was found or if the forward-looking function is missing. If unserviceable, specify the reason.
			A6-I-6.15.4	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.			
			A6-I-6.15.6	All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.8 a) and c), warning of unsafe terrain clearance and a forward-looking terrain avoidance function.			
			A6-I-6.15.8	A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances: a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration: 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.			
			A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.			
A03	1	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:		SAFA-A03-06	Indicate what equipment was



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				b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight;	Required navigation equipment N/A or U/S (outside dispatch limits/conditions)		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 operational flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.			
A03	1	3	A6-I-6.3.2.1.1	All turbine-engine aeroplanes of a maximum certificated take-off mass of over 2 250 kg, up to and including 5 700 kg, for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.	Cockpit Voice Recorder inoperative (outside dispatch limits/conditions)	SAFA-A03-07	
			A6-I-6.3.2.1.3	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.			
			A6-I-6.3.2.1.4	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with a CVR.			
A03	1	2	A6-I-6.2.3	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and	EFB functions affecting the safe operation of the aircraft used without back-up	SAFA-A03-08	Indicate which functions affect the safe operations of the aircraft have no back-up



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				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.			
			A6-I-6.25.2.1	Where EFBs are used on board an aeroplane the operator shall: (c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.			
			A6-I-6.25.3	In approving the use of EFBs, the State of the Operator shall ensure that: c) the operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);			
A03	1	3	A10-IV-4.3.5.3.1	New ACAS installations after 1 January 2014 shall monitor own aircraft's vertical rate to verify compliance with the RA sense. If non-compliance is detected, ACAS shall stop assuming compliance, and instead shall assume the observed vertical rate.	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1.	SAFA-A03-10	Indicate the particulars of the situation observed
			A10-IV-4.3.5.3.3	After 1 January 2017, all ACAS units shall comply with the requirements stated in 4.3.5.3.1.			
A03	1	3	A6-I-6.25.1	Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	EFB mounting device or viewable stowage device obstructing forward visual or physical access to controls, display or external vision.	SAFA-A03-11	Indicate the particulars of the situation observed
A03	1	2	A6-I-6.25.1	Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	The viewable stowage device used does not adequately secure the EFB.	SAFA-A03-12	Indicate the particulars of the situation observed
A03	1	2	A6-I-6.25.2.2	The State of the Operator shall approve the operational use of EFB functions to be used for the safe operation of aeroplanes.	No operational approval of EFB functions affecting the safe operation of the aircraft.	SAFA-A03-13	Indicate the functions which affect the safe



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							operations of the aircraft



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A04	Manuals	<p>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).</p> <p><i>Note: 90 days delay should be given to the operator to incorporate the last version published by the manufacturer; within this period only a CAT G remark should be raised.</i></p> <p><i>Note: If the AFM is not updated, it should be indicated which part is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>Note: Not all parts of the operations manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations.</i></p> <p><i>Note: In the operations manual the following subjects, in particular, could be checked:</i></p> <ul style="list-style-type: none"> - 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; - fuel planning and in-flight fuel management policies and procedures; - flight and duty time requirements; - safety precautions during refuelling with passengers on board; or - instructions on the carriage of dangerous goods (with DG on board). <p>Check if the flight crew is able to understand the language in which the operations manual and/or AFM are written.</p> <p><i>Note: ICAO standards do not require the manuals to be written in English language. Such a case does not constitute a finding, unless it is obvious that the pilot(s) do not understand the language in which the manuals are written.</i></p> <p><i>Note: The impact on safety is different in case only one flight crew member is not able to understand the language of the OM or if it is not understood by any of the flight crew members. This is reflected by the respective CAT 2 and CAT 3 pre-described findings.</i></p> <p><i>Note: Annex 6 does require that specific parts of the operations manual be approved by the National Authority. However, the Annex does not require that proof of such approval be contained in the manual itself. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval evidence does not constitute a finding.</i></p>



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A04	1	2	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	Incomplete parts of the operations manual pertaining to flight operations on board	SAFA-A04-01	Indicate what information is missing
A04	1	3	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	No operations manual (parts pertaining to flight operations) or Flight manual on board	SAFA-A04-02	Indicate what information is missing
A04	1	2	A6-I-4.10.2abc	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator; or b) a Fatigue Risk Management System (FRMS) in compliance with 4.10.6 for all operations; or c) an FRMS in compliance with 4.10.6 for part of its operations and the requirements of 4.10.2 a) for the remainder of its operations.	No rules on flight time, flight duty and rest time limitations in the operations manual	SAFA-A04-03	
A04	1	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	Operations manual not up to date	SAFA-A04-04	Indicate the particulars of the situation observed



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				amendments or revisions shall be issued to all personnel that are required to use this manual.			
A04	1	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 current operator	SAFA-A04-05	Indicate the particulars of the situation observed
A04	1	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual published in a language not understood by a member of the flight crew.	SAFA-A04-06	Indicate the particulars of the situation observed
A04	1	3	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual	No or incomplete performance and limitations data on board	SAFA-A04-07	Indicate what performance or limitations data is missing
A04	1	3	A18-9.2	The operator shall provide such information in the operations manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.	No information and instructions in operations manual on the actions to be taken in the event of an emergency (DG on board)	SAFA-A04-08	Indicate the particulars of the situation observed
A04	1	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	Operations manual published in a language not understood by any of the flight crew members	SAFA-A04-09	Indicate the particulars of



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				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.			the situation observed
A04	1	2	A6-I-4.3.7.1	The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	No procedures ensuring that in-flight fuel checks/fuel management checks are performed	SAFA-A04-10	Indicate the particulars of the situation observed
A04	1	2	A6-I-3.1.2	The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.	Flight crew not familiar with approved company procedures and manuals	SAFA-A04-11	Indicate the particulars of the situation observed



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A05	Checklists	<p>Check if checklists are available and easily accessible.</p> <p><i>Note: Most modern aircraft have some checklists held electronically, e.g. the Airbus ECAM system. This should not constitute a finding provided that the crew can demonstrate access to such checklists and they are correctly documented in the operations manual.</i></p> <p>Check if the operations manual contains the required checklists. Compare the version in operations manual with the ones available to the crew. Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations.</p> <p><i>Note: Normal, non-normal and emergency checklists are sometimes combined in a "Quick Reference Handbook". Nevertheless, inspectors may find separate checklists for each phase of the flight, which is fully compliant.</i></p> <p>Check if checklists are up to date with the latest manufacturer documentation.</p> <p><i>Note: 90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than 90 days after this publication, only a CAT G remark should be raised.</i> <i>Note: If the checklists are not updated, it should be indicated which procedure is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p>Check if the checklists are identical for all members of the flight crew.</p> <p><i>Note: If checklists with a different number of revision/different dates are present, check if the content is identical.</i> <i>Note: On some ex-Soviet built aircraft only the flight engineer has a checklist. The pilot and co-pilot may be working from a memorised checklist only.</i></p>



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A05	1	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists do not conform with the checklist details in the operations manual	SAFA-A05-01	Indicate what details do not conform
A05	1	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	No checklist details in the operations manual	SAFA-A05-02	
A05	1	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Normal and emergency checklists not readily accessible to all relevant flight crew members	SAFA-A05-03	Indicate the particulars of the situation observed
A05	1	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	Checklists not covering all flight phases	SAFA-A05-04	Indicate the flight phases are not covered
A05	1	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	Different versions of checklists used by captain and co-pilot	SAFA-A05-05	Indicate the particulars of the



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				the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.			situation observed
A05	1	3	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.	No normal and emergency checklists available	SAFA-A05-06	Indicate the particulars of the situation observed
A05	1	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists not matching the current aircraft configuration	SAFA-A05-07	Indicate the particulars of the situation observed
A05	1	1	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists revision number/reference missing, but content in accordance with operations manual	SAFA-A05-08	Indicate the particulars of the situation observed
A05	1	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	Checklists do not take into account latest relevant documentation from the aircraft manufacturer	SAFA-A05-09	Indicate the particulars of the situation observed



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				airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.			



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A06	Radio navigation / instrument charts	<p>Check if the required departure, en-route, approach and aerodrome charts are available, within reach, up-to-date to the latest AIRAC amendments (including those for the alternate aerodromes).</p> <p><i>Note: One or two amendments missing in the chart library could still be acceptable provided the charts to cover the route flown, or about to be flown, including associated diversions, are up to date to the latest AIRAC amendments.</i></p> <p><i>Note: If other charts are not updated, but the required ones are, this does not constitute a finding. Such a case should be reported though as a General Remark.</i></p> <p><i>Note: If a flight is performed during an AIRAC cycle change with the previous version of the FMS database, the crew should be aware of the situation and should have applied procedures as defined in MEL or operations Manual (e.g. identification of updated navigation points and manual modification of these points). In case the crew is not aware of this situation or didn't apply such procedures, one of the following CAT 3 findings should be raised, depending on the situation:</i></p> <ul style="list-style-type: none"> - SAFA-A06-01 "Navigation database out of date, within limits but not recognised as such (prescribed operational procedures not applied)"; or - SAFA-A06-02 "Navigation database out of date (outside dispatch limits/conditions)". <p><i>Note: In case a portable EFB that shall be stowed during critical phases of flight (according to operator's procedures) is the only means on-board to obtain the aeronautical charts:</i></p> <ul style="list-style-type: none"> - If the operations Manual contains procedures defined in order to achieve an equivalent level of safety (e.g. specific briefing, short critical phases...), only a CAT G remark should be raised; or - If there are no such procedures in the operations manual, a CAT 3 finding "SAFA-A06-06 Required instrument charts not on-board or not available during critical flight phases" should be raised. <p><i>Note: One set of charts may be acceptable in case of multi-pilot operations provided that they are accessible to all relevant flight crew.</i></p> <p>Check the validity of the FMS/GPS database; in case of expiration, check the MEL.</p>



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A06	1	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	Navigation database out of date, within limits but not recognised as such (prescribed operational procedures not applied)	SAFA-A06-01	Indicate the expiration date of the database
			A15-6.2.1	Information concerning the following circumstances 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 8 November 2018: a) limits (horizontal and vertical), regulations and procedures applicable to: 1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities; c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures; d) transition levels, transition altitudes and minimum sector altitudes; e) meteorological facilities (including broadcasts) and procedures; f) runways and stopways; g) taxiways and aprons;			



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				<ul style="list-style-type: none"> h) aerodrome ground operating procedures (including low visibility procedures); i) approach and runway lighting; and j) aerodrome operating minima if published by a State. 			
A06	1	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	Navigation database out of date (outside dispatch limits/conditions)	SAFA-A06-02	Indicate the expiration date of the database
			A15-6.2.1	<p>Information concerning the following circumstances 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 8 November 2018:</p> <ul style="list-style-type: none"> a) limits (horizontal and vertical), regulations and procedures applicable to: <ol style="list-style-type: none"> 1. flight information regions; 2. control areas; 3. control zones; 4. advisory areas; 5. air traffic services (ATS) routes; 6. permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7. permanent areas or routes or portions thereof where the possibility of interception exists; b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities; c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures; d) transition levels, transition altitudes and minimum sector altitudes; 			



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				<ul style="list-style-type: none"> e) meteorological facilities (including broadcasts) and procedures; f) runways and stopways; g) taxiways and aprons; h) aerodrome ground operating procedures (including low visibility procedures); i) approach and runway lighting; and j) aerodrome operating minima if published by a State. 			
A06	I	3	A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft necessary aircraft.	Navigation database with incorrect routes/ procedures/ waypoints/ reporting points pertaining to the performed/intended flight	SAFA-A06-03	Indicate the incorrect information
A06	I	2	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required en-route charts out of date (navigation database up to date)	SAFA-A06-04	Indicate: <ul style="list-style-type: none"> - 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
			A15-6.2.1	Information concerning the following circumstances 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 8 November 2018: a) limits (horizontal and vertical), regulations and procedures applicable to: <ol style="list-style-type: none"> 1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; 			



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				b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities; c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures; d) transition levels, transition altitudes and minimum sector altitudes; e) meteorological facilities (including broadcasts) and procedures; f) runways and stopways; g) taxiways and aprons; h) aerodrome ground operating procedures (including low visibility procedures); i) approach and runway lighting; and aerodrome operating minima if published by a State			
A06	1	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required en-route charts and navigation database out of date	SAFA-A06-05	Indicate: -what charts are not up-to-date -the expiration date of the database
		A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.				
A06	1	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required instrument charts not on board, or not available during critical phases of the flight	SAFA-A06-06	Indicate what charts are missing
		A15-6.2.1	Information concerning the following circumstances 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 8 November 2018: a) limits (horizontal and vertical), regulations and procedures applicable to:				



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				1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities; c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures; d) transition levels, transition altitudes and minimum sector altitudes; e) meteorological facilities (including broadcasts) and procedures; f) runways and stopways; g) taxiways and aprons; h) aerodrome ground operating procedures (including low visibility procedures); i) approach and runway lighting; and j) aerodrome operating minima if published by a State			
A06	1	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	Required instrument charts (except en-route) out of date	SAFA-A06-07	Indicate: - what charts are not up to date - the date/number
		A15-6.2.1	Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a				



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				<p>series of common effective dates at intervals of 28 days, including 8 November 2018:</p> <p>a) limits (horizontal and vertical), regulations and procedures applicable to:</p> <ol style="list-style-type: none"> 1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; <p>b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities;</p> <p>c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;</p> <p>d) transition levels, transition altitudes and minimum sector altitudes;</p> <p>e) meteorological facilities (including broadcasts) and procedures;</p> <p>f) runways and stopways;</p> <p>g) taxiways and aprons;</p> <p>h) aerodrome ground operating procedures (including low visibility procedures);</p> <p>i) approach and runway lighting; and</p> <p>j) aerodrome operating minima if published by a State</p>			<p>of revision of the inspected charts</p> <p>- the date/number of revision of the current applicable charts</p>
A06	1	2	A6-I-6.2.3c	<p>An aeroplane shall carry:</p> <p>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.</p>	Several sets of required instrument charts available in the flight deck, of which one (not in use) is out of date	SAFA-A06-08	Indicate:



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			A15-6.2.1	<p>Information concerning the following circumstances 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 8 November 2018:</p> <p>a) limits (horizontal and vertical), regulations and procedures applicable to:</p> <ol style="list-style-type: none"> 1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; <p>b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities;</p> <p>c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;</p> <p>d) transition levels, transition altitudes and minimum sector altitudes;</p> <p>e) meteorological facilities (including broadcasts) and procedures;</p> <p>f) runways and stopways;</p> <p>g) taxiways and aprons;</p> <p>h) aerodrome ground operating procedures (including low visibility procedures);</p> <p>i) approach and runway lighting; and</p> <p>j) aerodrome operating minima if published by a State</p>			<ul style="list-style-type: none"> - What charts are not up to date - the date/number of revision of the inspected out of date charts



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A07	Minimum Equipment List	<p>Check if the MEL is available.</p> <p><i>Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.</i></p> <p>Check if the MEL is not less restrictive than the latest applicable MMEL.</p> <p><i>Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.</i></p> <p><i>Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.</i></p> <p>Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures.</p> <p>Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material ("ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.") but should mention the actual required number, or the actions to maintain an acceptable level of safety should equipment become unserviceable.</p> <p><i>Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.</i></p> <p>Check if the deferred defects (if any) are in accordance with the MEL instructions.</p> <p><i>Note: Annex 6 does require that the MEL is approved by the State of Operator. However, the Annex 6 does not require that proof of such approval be contained in the MEL itself or has to be carried on board. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.</i></p>



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A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL does not reflect aircraft configuration or the operations specifications	SAFA-A07-01	Indicate the particulars of the situation observed
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	SAFA-A07-02	Indicate the particulars of the situation observed
A07	1	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	SAFA-A07-03	Indicate the particulars of the situation observed
A07	1	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	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	SAFA-A07-04	Indicate the particulars of the situation observed



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				not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.			
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	SAFA-A07-05	Indicate the particulars of the situation observed
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MEL not available (no deferred defects)	SAFA-A07-06	
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Some MEL items not fully customised (but no defects affecting those items)	SAFA-A07-07	Indicate the particulars of the situation observed
A07	1	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	MMEL instead of MEL	SAFA-A07-08	



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				Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.			
A07	1	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Some MEL items not fully customised (with defects affecting those items)	SAFA-A07-09	Indicate the particulars of the situation observed
A07	1	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)	SAFA-A07-10	



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A08	Certificate of registration	<p>Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew".</p> <p>Check if its format and content are in accordance with the requirements and whether translated into the English language.</p> <p><i>Note: The presence and content of a fireproof identification plate has no safety relevance; any non-compliance should be reported (if at all) as a General remark only.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofR was not found on board during the inspection, the CAT 2 pre-described finding reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A08	I	G	A7-8.1	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	SAFA-A08-01	Indicate the particulars of the situation observed
A08	I	I	A7-8.2	When certificates of registration are issued in a language other than English, they shall include an English translation.	No English translation of the CofR	SAFA-A08-02	
A08	I	G	A7-9	9.1 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.	No fireproof identification plate or mismatch of data on CofR and identification plate	SAFA-A08-03	



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				9.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or: a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and b) in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.			
A08	1	2	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. a) Its certificate of registration;	No valid CofR or cannot be shown by crew	SAFA-A08-04	
A08	1	1	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention a) Its certificate of registration;	A valid CofR was issued but not carried on board.	SAFA-A08-05	



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A09	Noise certificate (where applicable)	<p>Check for presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the C of R) of the document attesting noise certification and whether translated in English language.</p> <p><i>Note: Certain States (e.g. United States, China) incorporate noise certification data in the Aircraft Flight Manual and/or the Certificate of Airworthiness. Such cases are in compliance with the ICAO requirements and do not constitute a finding.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies should also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: Noise certificate could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT G remark should be raised for a document not on board.</i></p>

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



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				<p>Item 11. The chapter and section of this Annex according to which the aircraft was certificated.</p> <p>Item 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards.</p> <p>Item 13. The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5,12 and 14 of this Annex.</p> <p>Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8,12, 13 and 14 of this Annex.</p> <p>Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5,12 and 14 of this Annex.</p> <p>Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8,11 and 13 of this Annex.</p> <p>Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8,10 and 13 of this Annex.</p> <p>Item 18. Statement of compliance, including a reference to Annex 16, Volume I.</p> <p>Item 19. Date of issuance of the noise certification document.</p> <p>Item 20. Signature of the officer issuing it.</p>			
A09	1	1	A6-I-6.13	<p>An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.</p> <p>Note.- The attestation may be contained in any document, carried on board, approved by the State of Registry.</p>	No English translation of the noise certificate	SAFA-A09-02	



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A10	AOC or equivalent	<p>Check for presence and accuracy (including the operations specifications).</p> <p>Check if format (layout and content) of AOC and operations specifications is in compliance with Annex 6 (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p> <p><i>Note: ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transporting DG, a CAT 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").</i></p> <p>If the AOC contains an expiration date, check if within the validity period.</p> <p>Check if the aircraft operation (inbound and outbound) is in compliance with the operations specifications (limitations, special authorisations: Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, ETOPS, dangerous goods, and others required for the particular type of operation).</p> <p><i>Note: Annex 6 requires to carry a certified true copy (certified by an "appropriate authority") of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the AOC and/or operations specifications were not found on board during the inspection, the CAT 3 PDF reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p>



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A10	1	G	A6-I-4.2.1.5/ A6-I-4.2.1.6/ A6-I-4.2.1.7	<p>The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2:</p> <ul style="list-style-type: none"> a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found. The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3. <p>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</p>	Layout of the AOC and/or the operations specifications not in accordance with provisions of Annex 6	SAFA-A10-01	
A10	1	2	A6-I-4.2.1.6 A6-I-APP6.3.1	<p>The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3.</p> <p>For each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following list of authorizations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the authority representative, aircraft model, types and area of operations, special limitations and authorizations. <i>Note.— If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.</i></p>	Information in the operations specifications not in accordance with Annex 6	SAFA-A10-02	
A10	1	2	A6-I-4.2.1.5	<p>The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2:</p> <ul style="list-style-type: none"> a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; 	Information in AOC incorrect	SAFA-A10-03	Indicate the particulars of the situation observed



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



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A11	Radio licence	<p>Check for presence and accuracy.</p> <p>Check for the correct name/callsign.</p> <p><i>Note: Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/callsign, "the general characteristics of the installation" into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p><i>Note: Certain Radio Licences contain expiration date. If a Radio Licence is found to be expired, this should be recorded as a General Remark only.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A11	1	1	CC-30a	Aircraft of each contracting State may, in or over the territory of other contracting States, carry radio transmitting apparatus only if a Licence to install and operate such apparatus has been issued by the appropriate authorities of the State in which the aircraft is registered. The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.	Incorrect information on the Radio Station Licence	SAFA-A11-01	Indicate what is incorrect



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A11	1	1	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	A valid Radio Station Licence was issued but not carried on board at the time of the inspection.	SAFA-A11-02	
A11	1	2	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	No valid Radio Station Licence issued	SAFA-A11-03	
A11	1	G	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	Radio Station Licence on board expired	SAFA-A11-04	



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A12	Certificate of airworthiness	<p>Check for presence, accuracy and validity. If no Certificate of Airworthiness (CofA) is carried on board, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if its content is in compliance with the requirement (including English translation if written in another language).</p> <p><i>Note: In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a CAT 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of registry that the aircraft has a valid CofA.</i></p> <p><i>Note: Certain States (e.g. EASA States) issue CofA which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.</i></p> <p><i>Note: Although ICAO does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofA was not found on board during the inspection, the CAT 3 PDF reflecting this shall be used. However, if during the follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A12	I	G	A8-II-3.3.1	The Certificate of Airworthiness shall contain the information shown in Figure 1 and shall be generally similar to it.	Format of CofA not in accordance with Annex 8 requirements	SAFA-A12-01	Indicate the particulars of the situation observed



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A12	1	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 of the CofA	SAFA-A12-02	
A12	1	3	CC-31	Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness issued or rendered valid by the State in which it is registered.	CofA not issued/rendered valid by the State of Registry	SAFA-A12-03	Indicate the particulars of the situation observed
A12	1	1	CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;	A valid CofA was issued but not carried on board at the time of the inspection.	SAFA-A12-04	
A12	1	3	CC-39a	Endorsement of certificates and licences a) Any aircraft or part thereof with respect to which there exists an international standard of airworthiness or performance, and which failed in any respect to satisfy that standard at the time of its certification, shall have endorsed on or attached to its airworthiness certificate a complete enumeration of the details in respect of which it so failed.	Endorsed CofA without permission of the State of Inspection	SAFA-A12-05	
			CC-40	Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A12	1	3	CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;	No valid CofA issued or CofA invalid/expired	SAFA-A12-06	



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A13	Flight preparation	<p>Check for presence and accuracy of Operational Flight Plan (OFP). Compare with the relevant instructions the operations manual.</p> <p>Check for proper filing system (retaining of all relevant flight preparation documents).</p> <p>Check for proper performance and fuel calculation.</p> <p><i>Note: In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.</i></p> <p>Check that the fuel consumption monitoring of the incoming flight was performed <u>in accordance with the approved procedures</u>. In case no procedures have been established, a finding should be raised under A04.</p> <p>When refuelling with passengers on board, check if qualified personnel are at the required positions (in accordance with the operations manual). Furthermore, check that a two-way communication system with the ground crew is established and maintained during the transfer of fuel.</p> <p><i>Note: refuelling is the process that starts with the actual flow of fuel from truck/platform into the aircraft Note: qualified personnel could be consisting of flight crew, ground crew and/or technical staff</i></p> <p>Check if the operator has selected appropriate alternate aerodromes (if required).</p> <p>Check RFFS requirements in OM.</p> <p>Check if the weather information are on board and in accordance with the provisions of the Annex 3 ICAO.</p> <p>Check whether the flight crew has reviewed all the latest available meteorological information (including for alternate aerodromes).</p> <p><i>Note: In line with the previous note, A6-I-4.3.5.2 only requires that the IFR flight "(...) shall not be commenced unless information is available which indicates that (...)" ; there is no requirement that the information needs to be on board. The inspector could verify if such information is/was available to the flight crew before departure for the outbound flight. Availability of meteorological information through ACARS should be considered compliant provided that relevant procedures in the operations manual are available.</i></p> <p>Check if the crew ensured that the weather forecast at the destination, or the destination alternate aerodrome is above minima.</p>



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		<p>Check whether the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes).</p> <p><i>Note: From the standard A6-I-4.1.1 it results that the operator/flight crew has to be aware of the availability (usually published in NOTAMS) of ground and/or water facilities. As long as the flight crew is aware of it, there is no requirement to carry on board the NOTAMS and no finding should be raised. In order to verify if the crew is indeed aware (in the absence of NOTAMS on board, the inspector could verify the awareness of the information in the NOTAMS published for the airport of inspection (or the alternates).</i></p> <p><i>Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i></p> <p>In case of ground icing conditions, check if the proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft.</p> <p>Check for the presence and accuracy of the ATS flight plan.</p> <p><i>Note: Alternate airports do not always need to be mentioned on the ATS flight plan, e.g. flight allowed without an alternate.</i></p> <p><i>Note: Depending on the type of operations/airborne equipment, item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.</i></p>
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A13	1	1	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No copy of the operational flight plan retained on the ground	SAFA-A13-01	
A13	1	2	A6-I-4.3.6.3	The pre-flight calculation of usable fuel required shall include: a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;	Fuel calculation not in accordance with ICAO requirements, but total fuel on board at or above minimum ICAO requirements	SAFA-A13-02	



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



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				<p>standard conditions; or 4) where the aerodrome of intended landing is an isolated aerodrome:</p> <ul style="list-style-type: none"> i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel; <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <ul style="list-style-type: none"> 1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or 2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; <p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <ul style="list-style-type: none"> 1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route; <ul style="list-style-type: none"> i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and ii) make an approach and landing; 			



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				2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator; 3) meet additional requirements not covered above; [...]; g) discretionary fuel, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.			
A13	1	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.	ATS Flight plan incorrect	SAFA-A13-03	Indicate why the ATC flight plan is incorrect
A13	1	2	A6-I-4.3.1(f)(g)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.	Content and use of the Operational Flight plan not in accordance with the operations manual	SAFA-A13-05	Indicate the particulars of the situation observed



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			A6-I-4.3.3.2	The operations manual must describe the content and use of the operational flight plan.			
A13	1	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Fuel on board less than minimum ICAO requirements	SAFA-A13-06	Indicate the particulars of the situation observed
			A6-I-4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.			
			A6-I-4.3.6.2	The amount of usable fuel to be carried shall, as a minimum, be based on: a) the following data: 1) current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or 2) if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer; and b) the operating conditions for the planned flight including: 1) anticipated aeroplane mass; 2) Notices to Airmen; 3) current meteorological reports or a combination of current reports and forecasts; 4) air traffic services procedures, restrictions and anticipated delays; and 5) the effects of deferred maintenance items and/or configuration deviations.			
			A6-I-4.3.6.3	The pre-flight calculation of usable fuel required shall include: a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local			



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				<p>conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;</p> <p>b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight replanning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b);</p> <p>c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight replanning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions; [...].</p> <p>d) destination alternate fuel, which shall be:</p> <p>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:</p> <p>i) perform a missed approach at the destination aerodrome;</p> <p>ii) climb to the expected cruising altitude; iii) fly the expected routing;</p> <p>iv) descend to the point where the expected approach is initiated; and</p> <p>v) conduct the approach and landing at the destination alternate aerodrome; or</p> <p>2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or 3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the</p>			



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				<p>aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or 4) where the aerodrome of intended landing is an isolated aerodrome:</p> <ul style="list-style-type: none"> i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel; <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <ul style="list-style-type: none"> 1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or 2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; <p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <ul style="list-style-type: none"> 1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the 			



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



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				published by the aeronautical information services or readily obtainable from other sources.			
A13	1	3	A6-I-4.3.5.5	A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.	Flight operated in known icing conditions without suitable certification and/or equipment	SAFA-A13-08	
A13	1	3	A6-I-4.3.5.6	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No icing inspection performed by crew or ground staff with ground icing conditions	SAFA-A13-09	
A13	1	2	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	Incorrect Operational Flight Plan	SAFA-A13-10	Indicate why the OFP is incorrect
A13	1	3	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No Operational Flight Plan	SAFA-A13-11	
A13	1	3	A6-I-4.3.4.1	4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation or it would not be possible to return to the aerodrome of departure for other reasons.	Less than required or unsuitable alternate(s) airports selected	SAFA-A13-12	Indicate the selected aerodrome(s) and why they are unsuitable



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				<p>4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <ul style="list-style-type: none"> a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or b) for aeroplanes with three or more engines, two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or c) for aeroplanes engaged in extended diversion time operations (EDTO) where an alternate aerodrome meeting the distance criteria of a) or b) is not available, the first available alternate aerodrome located within the distance of the operator's approved maximum diversion time considering the actual take-off mass. <p>4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.</p>			
			A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.			
			A6-I-4.3.4.3.1	<p>For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless:</p> <ul style="list-style-type: none"> a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all 			



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				<p>meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:</p> <ol style="list-style-type: none"> 1) the approach and landing may be made under visual meteorological conditions; and 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or <p>b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4);</p> <ol style="list-style-type: none"> 1) for each flight into an isolated aerodrome a point of no return shall be determined; and 2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use. 			
			A6-I-4.3.4.3.2	<p>Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome:</p> <ol style="list-style-type: none"> a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or meteorological information is not available. 			
			A6-I-4.3.5.2	<p>A flight to be conducted in accordance with the instrument flight rules shall not:</p> <ol style="list-style-type: none"> a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and <p>take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each</p>			



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				alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.			
			A6-I-4.1.1	The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.			
			A6-I-4.1.4	The operator shall, as part of its safety management system, assess the level of rescue and firefighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used.			
			A6-I-4.1.5	Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.			
A13	1	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not b) take off or continue beyond the point of in-flight replanning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	SAFA-A13-13	Indicate the particulars of the situation observed
A13	1	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not:	Take-off intended while data indicates that DEP/DES	SAFA-A13-14	Indicate the particulars of



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				<p>a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and</p> <p>b) take off or continue beyond the point of in-flight replanning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.</p>	meteorological conditions are below minima (and inflight replanning not allowed)		the situation observed
A13	1	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Performance and/or fuel calculation not available or significantly incorrect for the flight	SAFA-A13-15	Indicate the particulars of the situation observed
		A6-I-4.3.1(f)(g)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that:</p> <p>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</p> <p>g) the Standards of 4.3.3 relating to operational flight planning have been complied with.</p>				
		A6-I-4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.				
		A6-I-4.3.6.2	<p>The amount of usable fuel to be carried shall, as a minimum, be based on:</p> <p>a) the following data:</p>				



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



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				<p>ft) above the destination aerodrome in standard conditions;</p> <p>[...]</p> <p>d) destination alternate fuel, which shall be:</p> <p>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:</p> <p style="padding-left: 20px;">i) perform a missed approach at the destination aerodrome;</p> <p style="padding-left: 20px;">ii) climb to the expected cruising altitude;</p> <p style="padding-left: 20px;">iii) fly the expected routing;</p> <p>iv) descend to the point where the expected approach is initiated; and</p> <p>v) conduct the approach and landing at the destination alternate aerodrome; or</p> <p>2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or 3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</p> <p>3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</p> <p>4) where the aerodrome of intended landing is an isolated aerodrome:</p> <p style="padding-left: 20px;">i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to</p>			



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				<p>be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or</p> <p>ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;</p> <p>e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <p>1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or</p> <p>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</p> <p>f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:</p> <p>1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;</p>			



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				<p>i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and</p> <p>ii) make an approach and landing;</p> <p>2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator;</p> <p>3) meet additional requirements not covered above;</p> <p>[...];</p> <p>g) discretionary fuel, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p>			
			A6-I- 4.3.6.5	<p>A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight replanning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.</p>			
			A6-I- 4.3.6.6	<p>Notwithstanding the provisions in 4.3.6.3 a), b), c), d) and f), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel. The specific safety risk assessment shall include at least the:</p> <p>a) flight fuel calculations;</p> <p>b) capabilities of the operator to include:</p> <p>i) a data-driven method that includes a fuel consumption monitoring programme; and/or</p> <p>ii) the advanced use of alternate aerodromes;</p> <p>and</p> <p>c) specific mitigation measures.</p>			
			A6-I-5.2.5	<p>A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the</p>			



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				Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	1	3	A6-I-4.7.1.1	Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: 1) en-route alternate aerodromes are identified; and 2) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions; b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.	Required en-route alternate(s) (EDTO/ETOPS) not available	SAFA-A13-16	Indicate what enroute alternate(s) was not available
A13	1	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	SAFA-A13-18	
			A6-I-4.3.5.2	A flight to be conducted in accordance with the instrument flight rules shall not: a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the			



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				meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.			
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	1	3	A6-I-4.7.1.1	Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.	Weather on required en-route alternate(s) below EDTO/ETOPS minima	SAFA-A13-19	Indicate the particulars of the situation observed
			A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine power-units, shall be selected and specified in the operational and air traffic services (ATS) flight plans.			
A13	1	2	A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.	Required alternate airport(s) considered in OFP but not specified in the ATS flight plan	SAFA-A13-20	Indicate the particulars of the situation observed
			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 from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:			



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				<p>1) the approach and landing may be made under visual meteorological conditions; and</p> <p>2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or</p> <p>b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4);</p> <p>1) for each flight into an isolated aerodrome a point of no return shall be determined; and</p> <p>2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.</p>			
A13	1	2	A6-I-4.3.7.1	An operator shall establish policies and procedures, approved by the State of the Operator, to ensure that inflight fuel checks and fuel management are performed.	Fuel consumption monitoring not recorded or not performed in accordance with the approved procedures	SAFA-A13-21	Indicate the applicable reference in the operations manual requiring the flight crew to carry out inflight fuel consumption monitoring
		A6-I-4.3.7.2	The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.				
		A6-I-4.2.10.1	The operator shall maintain fuel records to enable the State of the Operator to ascertain that, for each flight, the requirements of 4.3.6 and 4.3.7.1 have been complied with.				
A13	1	3	A6-I-4.3.5.6	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate deicing/ anti-icing treatment.	No intentions to request appropriate de-icing treatment	SAFA-A13-22	Indicate the particulars of the situation observed



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				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.			
A13	1	3	A6-I-4.3.8.1	An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.	Qualified personnel not at their required positions when refuelling with passengers on board	SAFA-A13-23	Indicate the particulars of the situation observed
			A6-I-4.3.8.2	When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.			
A13	1	3	A6-I-4.3.8.2	When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.	No two-way communication established with the ground crew during refuelling with passengers on board	SAFA-A13-25	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A14	1	2	A6-I-5.2.7	<p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight</p>	Incorrect mass and/or balance calculations, within a/c limits, and having minor effect on the performance calculations	SAFA-A14-01	Provide further information as to why the calculations are incorrect.



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				<p>manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p> <p>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.</p>			
			A6-I-4.3.1(d)(e)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>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;</p> <p>e) any load carried is properly distributed and safely secured;</p> <p>f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken;</p>			



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A14	1	3	A6-I-5.2.7	<p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p> <p>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.</p>	Incorrect mass and/or balance calculations, within a/c limits, but significantly affecting the performance calculations	SAFA-A14-02	Provide further information as to why the calculations are incorrect.
A14	1	3	A6-I-5.2.7	<p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are</p>	Mass and balance outside operational limits	SAFA-A14-04	Indicate the particulars of



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				<p>complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p> <p>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.</p>			the situation observed
A14	1	2	A6-I-4.3.1(d)(e)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>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;</p>	Load sheet does not reflect actual load distribution but within A/C limits	SAFA-A14-05	Indicate the particulars of the situation observed



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				any load carried is properly distributed and safely secured.			
A14	1	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	No mass and balance calculations performed	SAFA-A14-06	
A14	1	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	No completed mass and balance sheet on board	SAFA-A14-07	
A14	1	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.	Load sheet does not reflect actual load distribution with major impact on trim setting	SAFA-A14-10	



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A15	Hand fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>Check if the installed extinguisher(s) (including the extinguishing agent release mechanism) is serviceable (check pressure gauge (if installed), check expiration date (if any)). If considerably low weight consider unserviceable.</p> <p><i>Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) provisions. If the latter MEL actions have not been applied, a finding should be raised using the "detection/reporting/assessment of significant technical defect" procedure (see the ramp inspection manual content on the categorisation of findings).</i></p> <p><i>Note: ICAO does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G remark.</i></p>

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A15	1	2	A6-I-6.2.2b	<p>An aeroplane shall be equipped with:</p> <p>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:</p> <ol style="list-style-type: none"> 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; <p>Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</p> <p>Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.</p>	HFE not at indicated location	SAFA-A15-01	Provide further information as to where the HFE was found and where it is its indicated location
			A8-IIIA-8.3 A8-IIIB-6.3	<p>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily</p>			



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			A8-VA-6.3	identified, and its method of operation shall be plainly marked.			
A15	1	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 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed. Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.	HFE not marked with the appropriate operating instructions	SAFA-A15-02	
			A8-III A-8.3 A8-III B-6.3 A8-VA-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	1	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 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed. Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.	Insufficient number of serviceable HFE	SAFA-A15-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-VA-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			



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				identified, and its method of operation shall be plainly marked.			
A15	1	3	A6-I-6.2.2b	<p>An aeroplane shall be equipped with:</p> <p>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:</p> <p>1) the pilot's compartment; and</p> <p>2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;</p> <p><i>Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</i></p> <p><i>Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.</i></p>	HFE not accessible	SAFA-A15-04	
			A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	<p>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</p>			



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A16	Life jackets / flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item. Note: In the case where spare life jackets have been found to be unserviceable this should be reported as CAT G remark.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A16	1	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 when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.	Life jackets/flotation devices not easily accessible when required for the type of flight	SAFA-A16-01	Provide further clarification as to why the required life jackets/flotation devices are not easily accessible
			A6-I-6.5.2.2	The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.			
A16	1	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	Insufficient number of life jackets/flotation devices available and required for the type of flight	SAFA-A16-02	Indicate the particulars of the situation observed



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				disposed over water that in the event of a mishap there would be a likelihood of a ditching.			
			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.			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A17	1	2	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	Pilot harness does not incorporate an automatic restraining device	SAFA-A17-01	
A17	1	3	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	No or unserviceable safety harness for each flight crew seat (outside dispatch limits/conditions)	SAFA-A17-03	



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A18	Oxygen equipment	<p>Check for presence, access and condition.</p> <p>Check if the oxygen masks allow for a quick donning (rapid fitment).</p> <p><i>Note: ICAO does not provide a detailed definition of what is a “quick donning” mask. The inspector must therefore act carefully when raising a finding on this matter. Masks that do not meet all the FAA or EASA criteria (place on the face with one hand, less than 5 sec...) must be reported as CAT G remark. However, a legitimate finding on the lack of quick donning masks can be raised if the flight crew is unable to prove that :</i></p> <ul style="list-style-type: none"> - the masks are serviceable for all the flight crew members; - the masks enable radio communication; and - the masks do not represent an hindrance to flight crew members wearing glasses. <p>Check oxygen cylinder pressure. In case of low pressure, check the minimum required according to the operations manual. Flight Crew can be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity.</p> <p><i>Note: ICAO does not require oxygen masks or oxygen bottles to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the oxygen masks. An oxygen mask or bottle without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: In the case where the inspection reveals that the smoke goggles are unserviceable, this should be reported as a CAT G remark. However, if according to the operations manual/list of survival equipment such goggles have to be available and serviceable, appropriate follow-up measures have to be applied. Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the goggles unserviceable.</i></p> <p><i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows.</i></p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	Absolute pressure				Metres	Feet	hPa/	mBar	mm Hg	PSI	700	700	525.043178	10.152642	3 000	10 000	620	620	465.038243	8.99234	4 000	13 000	376	376	282.023193	5.453419	7 600	25 000
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A18	I	3	A8-III A-8.3 A8-III B-6.3 A8-VA-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	SAFA-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 have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.	Insufficient number of serviceable quick donning masks available	SAFA-A18-02	Indicate the particulars of the situation observed
A18	I	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen and/or serviceable oxygen masks	SAFA-A18-03	Indicate the particulars of the situation observed
			A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if			



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				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 4.3.9.1.			
A18	1	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Unserviceable oxygen system	SAFA-A18-04	Indicate the particulars of the situation observed
			A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the			



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				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 4.3.9.1.			



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A19	Independent portable light	<p>Check that appropriate independent portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access. Please note that flights partially travelling into the night shall meet this requirement.</p> <p><i>Note: Only aircraft operated at night require independent portable lights for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any independent portable light does not constitute a finding. This should however be reported as a CAT G remark.</i></p> <p><i>Note: If the proper functioning of the independent portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal independent portable lights are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as a CAT G remark.</i></p>

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



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			A8-III A-8.3 A8-III B-6.3 A8-VA-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	1	3	A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An independent portable light for each crew member station.	Insufficient number of serviceable independent portable lights for all pilots during night operation	SAFA-A19-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-VA-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.			



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A20	Flight crew licence / composition	<p>Check for presence and validity of crew licences and appropriate ratings. If the licence of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check for presence and validity of the Medical Certificate and, if appropriate, for the privileges exercised. If the Medical Certificate of flight crew member is not carried on board at the time of the inspection, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if form and content (including English translation) is in compliance with ICAO Annex 1 (e.g. the means to easily determine the licence's privileges and validity of ratings).</p> <p>Check if the flight crew members are meeting the age requirements (60 years for single-pilot operations, 65 years for multi-pilot operations). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence.</p> <p>Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses).</p> <p>Check for endorsement of language proficiency (LP) in the licence.</p> <p><i>Note: The explicit mentioning of the LP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.</i></p> <p><i>Note: With the adoption of Resolution A38-8, ICAO recognizes that States have made significant progress in implementing the English language provisions since their adoption in 2003. As a consequence, the flexibility clause relative to States that were not compliant with the language provisions by 5 March 2011 has been removed, and States may discontinue transmitting to ICAO their implementation plans for the language proficiency requirements. Language proficiency findings on licences shall be categorised as CAT 3 findings.</i></p> <p><i>Note: Notwithstanding the note above, whenever a licence holder is found not having his/her licence endorsed with the required ELP, but the inspector is satisfied that such flight crew member can obviously communicate effectively in English (e.g. in case of an English native speaker), the absence of the endorsement shall be reported as a CAT 1 finding.</i></p> <p><i>Note: Following the adoption of Resolution A38-8, the protocol questions of the USOAP Continuous Monitoring Approach (CMA) will be used to monitor the implementation of the language proficiency requirements. The relevant implementation information (which will provide the necessary tool to continuously monitor the status of compliance of the language proficiency requirements) will be made available on the ICAO web-page http://www.icao.int/safety/lpr/Pages/Language-ProficiencyRequirements.aspx.</i></p>



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		<p><i>Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a finding. Such finding should be raised only by inspectors possessing an adequate English knowledge (e.g. native speakers, holders of a valid language proficiency certificate).</i></p> <p><i>Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc..</i></p> <p><i>Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the Part-FCL requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in these cases a finding should not be raised.</i></p> <p><i>Note: If the licence of a flight crew member was not found on board during the inspection, the CAT 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the CAT 1 finding "Flight crew holding appropriate Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the CAT 3 finding "Flight crew without appropriate licence" (requiring corrective actions before the flight) is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence.</i></p> <p>Check if the crew composition meets the minimum crew requirements (available in the OM / AFM). When circumstances dictate (e.g. aircraft undergoes significant delay), check whether the crew members are in compliance with the flight and duty time rules contained within the operations manual.</p>

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A20	I	1	A1-5.1.1.1	A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.	Form and/or content not in compliance with ICAO standard (licence, medical certificate)	SAFA-A20-01	Indicate what document (licence, medical certificate)
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;			



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				IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and XIV) Any other details desired by the State issuing the licence.			
			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			



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				<ul style="list-style-type: none"> - private pilot licences - aeroplane, airship, helicopter and powered-lift - glider pilot licences - free balloon pilot licences 			
A20	1	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 crew member holds a valid R/T licence/rating	SAFA-A20-02	
A20	1	2	A1-1.2.9.1	Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	Language proficiency endorsement expired	SAFA-A20-04	Indicate expiry date, the assignment of the involved pilot (captain, copilot) and / or ELP level, if available
			A1-1.2.9.5	Until 2 November 2022, the language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.			
			A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			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;			



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				V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and XIV) Any other details desired by the State issuing the licence.			
A20	1	3	A1-1.2.9.1	Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	Language proficiency endorsement missing or lower than the required operational level (Level 4)	SAFA-A20-05	Indicate the assignment of the involved pilot (captain, copilot) and / or ELP level, if available
		A1-1.2.9.5	Until 2 November 2022, the language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.				
		A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic				



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				descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; XIV) Any other details desired by the State issuing the licence.			
A20	1	2	A6-I-3.1.8	Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.	Flight crew member(s) having obvious difficulty speaking in English, despite holding a valid ELP endorsement	SAFA-A20-06	Indicate the elements substantiating this assessment, as well as
			A1-1.2.9.1	Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and			



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				understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.			licence issuer and number
A20	I	1	A1-1.2.9.1	Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	No endorsement of the required English language proficiency, but the flight crew member can obviously communicate effectively in English	SAFA-A20-07	Indicate the elements substantiating this assessment, as well as licence issuer and number
			A1-APP 1	To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence;			



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



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				XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and Any other details desired by the State issuing the licence.			
			A1-6.1.1 a,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			
A20	1	2	A1-1.2.1.1	Until 2 November 2022, 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.	No proper validation issued by the State of Registry	SAFA-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				



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				<p>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.</p> <p>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.</p>			
			CC-29c	<p>Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention.</p> <p>c) The appropriate licences for each member of the crew.</p>			
			CC-32a	<p>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.</p>			
			CC-40	<p>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.</p>			
A20	1	2	A1-6.3.3.2	<p>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</p>	<p>Spare correcting spectacles not available (for multi-pilot operations)</p>	SAFA-A20-11	<p>Indicate the particulars of the</p>



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				<p>acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part 1. 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.</i></p>			situation observed
A20	1	3	A1-1.2.1.1	<p>Until 2 November 2022, 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.</p>	Flight crew member without appropriate licence/rating	SAFA-A20-12	
		A1-1.2.2.1	<p>When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization</p>				



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				shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note.- This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.			
			CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	1	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 1.2.4.7 and 1.2.4.8 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;	Medical certificate invalid for the privileges being exercised	SAFA-A20-13	



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				<p>— 12 months for the multi-crew pilot licence — aeroplane;</p> <p>— 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;</p> <p>— 60 months for the glider pilot licence;</p> <p>— 60 months for the free balloon pilot licence;</p> <p>— 12 months for the flight navigator licence;</p> <p>— 12 months for the flight engineer licence;</p> <p>— 48 months for the air traffic controller licence; and</p> <p>— as of 3 November 2022, 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.</p> <p><i>Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1.</i></p> <p><i>Note 2.— When calculated in accordance with 1.2.5.2 and its subparagraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.</i></p>			
			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 60 th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.			



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A20	1	3	A1-6.3.3.2	<p>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:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part I.</i></p> <p><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.</i></p>	No correcting lenses available and/or used when required	SAFA-A20-14	Indicate the particulars of the situation observed
			A1-6.3.3.2.1	<p>Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>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.</i></p>			



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



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A20	1	1	A1-1.2.1.1	Until 2 November 2022, 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.	A valid and appropriate flight crew licence and/or medical certificate was issued but not carried on board at the time of the inspection	SAFA-A20-18	Indicate the missing document
			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. <i>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.</i>			
			CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			



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			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	1	3	A6-I-9.1.1	The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.	Insufficient number of flight crew members	SAFA-A20-19	Describe the observed situation vs. the requirements in the operations manual
A20	1	3	A6-I-4.10.2	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator;	Flight crew member not in compliance with the flight and duty time rules	SAFA-A20-20	Describe the observed situation vs. the requirements in the operations manual
			A6-I-Appendix 2, 2	The operations manual referred to in 1 shall contain at the least the following: 2.1.2 Information and policy relating to fatigue management including: a) policies pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chapter 4, 4.10.2 a);			



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A21	Journey logbook, or equivalent	<p>Check for presence.</p> <p><i>Note: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in Annex 6, Part I, 11.4.1).</i></p> <p>Check if content of the journey log book/General Declaration complies with the requirement and if properly filled in.</p> <p>Check, when EFB are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

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



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				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".			
			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	1	2	CC-29d	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. d) Its journey log book;	Journey log book or equivalent not on board	SAFA-A21-03	
A21	1	2	A6-I-4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1.	Flight details not updated on EFB	SAFA-A21-04	
			CC-34	There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A22	1	3	A6-I-4.3.1(a)(c)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane;</p> <p>c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;</p>	PIC did not certify that he/she is satisfied that a maintenance release has been issued	SAFA-A22-01	



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A23	Defect notification and rectification	<p>Check for any deferred defects (specify in the report where necessary).</p> <p>Check that defects have been properly reported and assessed. Check if the associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24CAT 2 & CAT G procedure.</i></p> <p>When defect deferrals include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL. Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL.</p> <p><i>Note: There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.</i></p> <p>Check, when EFB are used to display aircraft conditions (e.g.: TLB or Journey log book), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A23	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	SAFA-A23-01	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the			



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				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	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Item closed but not reported as such in the deferred defect list / hold item list	SAFA-A23-02	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	1	2	A6-I-8.4	8.4.1The 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;	Maintenance action not properly reported	SAFA-A23-03	Indicate the particulars of the situation observed



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				<p>b) the current status of compliance with all mandatory continuing airworthiness information;</p> <p>c) appropriate details of modifications and repairs;</p> <p>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;</p> <p>e) the current status of the aeroplane's compliance with the maintenance programme; and</p> <p>f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.</p> <p>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 withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.</p> <p>8.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.</p>			
			A6-I-8.5	<p>8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.</p> <p>8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry.</p>			



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A23	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Deferred defect closed after the deadline and aircraft in operation during that period	SAFA-A23-04	Indicate the particulars of the situation observed
A23	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Known defect not reported/assessed	SAFA-A23-05	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	1	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:		SAFA-A23-06	Indicate the nature and



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				<p>a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane;</p> <p>c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;</p>	No evidence of identification nor monitoring of significant defect		extent of the defect
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	1	3	A6-I-4.3.1(a)(c)	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <p>a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane;</p> <p>c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;</p>	Deferred defect open while the MEL rectification interval has expired	SAFA-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			



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				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	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Technical logbook entry not understood by the flight crew members.	SAFA-A23-08	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Incorrect rectification interval applied (but still within the prescribed MEL interval)	SAFA-A23-09	Indicate the particulars of the situation observed



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A23	1	3	A6-I-4.3.1(a)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-incommand is satisfied that: a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane;	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	SAFA-A23-10	Indicate if it was entered or not in the ATLB
A23	1	3	A6-I-8.1.4	The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.	Maintenance action not performed by appropriately qualified personnel	SAFA-A23-11	
			A6-I-8.7.6.2	The maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.			
A23	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL	SAFA-A23-12	Indicate the particulars of the situation observed
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			



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A23	1	3	A6-I-8.7.5.2	The maintenance organization shall have the necessary technical data, equipment, tools and material to perform the work for which it is approved.	Maintenance personnel working on the aircraft without using appropriate tooling	SAFA-A23-13	
			A6-I-8.1.2	Until 4 November 2020, the operator shall not operate an aeroplane unless it is maintained and released to service by an organization approved in accordance with 8.7, or under an equivalent system, either of which shall be acceptable to the State of Registry.			
A23	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Technical logbook not updated on the EFB	SAFA-A23-15	
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A24	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy	SAFA-A24-01	
A24	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pilot in command certified that he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed	SAFA-A24-02	
A24	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but without identifying significant defects	SAFA-A24-03	Indicate the defect unnoticed



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A24	1	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 and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection not performed	SAFA-A24-04	



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

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B01	1	2	A8-III-A-1.4, A8-III-B-1.4	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	SAFA-B01-01	Indicate the particulars of the situation observed
			A8-III-A-1.5	1.5.1 Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. 1.5.2 The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.			
			A8-III-B-1.5	Proof of compliance The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its			



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				components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.			
			A8-III A-8.2, A8-III B-6.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.			
B01	1	2	A8-III A-4.1.6 (f)	Fire precautions. The design of the aeroplane and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to 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	SAFA-B01-02	Indicate the particulars of the situation observed
			A8-III B-4.2 (f)	1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.			
B01	1	3	A8-III B-4.2(f)	1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a	Smoke detection system not installed or inoperative (outside dispatch limits/conditions) and lavatory not placarded in compliance with MEL	SAFA-B01-03	Indicate the particulars of the situation observed



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				<p>smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</p> <p>2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.</p>			
B01	1	3	A8-III B-4.2(f)	<p>1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</p> <p>2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.</p>	Disposal receptacles not equipped with a serviceable built-in fire extinguisher system	SAFA-B01-04	Indicate the particulars of the situation observed
B01	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Crew carry-on baggage not adequately and securely stowed during flight	SAFA-B01-05	Indicate the particulars of the situation observed
B01	1	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Loose or heavy objects in the cabin/galleys	SAFA-B01-06	Indicate the particulars of the situation observed



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			A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured;			
B01	1	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Cabin equipment not properly secured	SAFA-B01-07	Indicate the particulars of the situation observed
			A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured;			
B01	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Stowage of luggage or loose articles in the toilets	SAFA-B01-08	Indicate the particulars of the situation observed
B01	1	3	A8-III B-4.2(f)	1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste. 2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.	Lavatory smoke detection system obstructed	SAFA-B01-09	Indicate the particulars of the situation observed



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B01	M	3	A6-I-6.1.3	3) The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	SAFA-B01-10	Indicate the particulars of the situation observed
B01	M	2			Galley or trolley (when used) waste receptacle access door cover inoperative	SAFA-B01-11	Indicate the particulars of the situation observed
B01	M	1			Damaged wall panels	SAFA-B01-12	Indicate the particulars of the situation observed
B01	M	3	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	For new models of carts identified and manufactured after 4 November 2005: The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.	Unserviceable brakes of service cart(s)	SAFA-B01-13	Indicate the particulars of the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires	SAFA-B01-14	Indicate the particulars of the situation observed
B01	M	3			Lavatory waste receptacle access door cover inoperative	SAFA-B01-16	Indicate the particulars of the situation observed
B01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-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 and placards not applied or unreadable	SAFA-B01-17	Indicate the particulars of the situation observed



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

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B02	1	1	A6-I-6.16.1	6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.	Strap or buckle worn or damaged	SAFA-B02-01	Indicate the particulars of the situation observed
B02	1	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	Cabin crew seat(s) not equipped with safety harness (only seat belt)	SAFA-B02-02	Indicate the particulars of the situation observed



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				each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.			
B02	1	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. <i>Note.- "Landplanes" includes amphibians operated as landplanes.</i>	Cabin crew life jackets (when required) not easily accessible	SAFA-B02-03	Indicate the particulars of the situation observed
B02	1	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) unserviceable (outside dispatch limits/conditions)	SAFA-B02-04	Indicate the particulars of the situation observed
B02	1	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 on required cabin crew seats (outside dispatch limits/conditions)	SAFA-B02-05	Indicate the particulars of the situation observed



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B02	I	3	A6-I-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	SAFA-B02-06	Indicate the particulars of the situation observed
B02	M	3			Communication equipment unserviceable (outside dispatch limits/conditions)	SAFA-B02-07	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B03	1	1	A6-I-4.2.12.2	The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.	Medical supplies not at the indicated location	SAFA-B03-01	
B03	1	2	A6-I-6.2.2	<p>An aeroplane shall be equipped with:</p> <p>a) accessible and adequate medical supplies;</p> <p><u>Recommendation.</u>- Medical supplies should comprise:</p> <p>1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and</p> <p>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</p> <p>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.</p>	Contents of the medical kit past expiration date	SAFA-B03-02	Indicate the particulars of the situation observed
B03	1	1	A6-I-6.2.2	<p>An aeroplane shall be equipped with:</p> <p>a) accessible and adequate medical supplies;</p> <p><u>Recommendation.</u>- Medical supplies should comprise:</p>	Contents of the first-aid kit and/or universal precaution kit past expiration date	SAFA-B03-03	Indicate the particulars of the



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



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Inspection item	Inspection item title	Inspecting Instructions
B04	Hand fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher is correctly secured in its bracket.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable.</p> <p><i>Note: HFEs in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. If the latter MEL actions have not been applied, a finding should be raised using the "detection / reporting / assessment of significant technical defect" procedure (see the ramp inspection manual content on the categorisation of findings).</i></p> <p><i>Note: ICAO does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i></p>

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B04	1	2	A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not at indicated location	SAFA-B04-01	
B04	1	2	A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not marked with the appropriate operating instructions	SAFA-B04-02	



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B04	1	3	A6-I-6.2.2(b)(2)	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 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; <i>Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</i> <i>Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.</i>	Insufficient number of serviceable HFE	SAFA-B04-03	Indicate the particulars of the situation observed
B04	1	3	A8-III A-4.1.7.1 A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	HFE not correctly secured	SAFA-B04-04	Indicate the particulars of the situation observed
B04	1	3	A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not readily accessible	SAFA-B04-05	



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B05	Life-jackets / flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i></p> <p><i>Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable, this should be reported as a CAT G remark.</i></p> <p><i>Note: Infant life vest may be distributed to parents with children, both during boarding, or prior to landing on water in the likelihood of any ditching.</i></p>

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B05	1	2	A6-I-6.5.1 (a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;	Life jackets / flotation devices not easily accessible and required for the type of flight	SAFA-B05-01	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-III B-6.3 A8-VA-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;			



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				<p>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</p> <p>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</p> <p>6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p>Note.- "Landplanes" includes amphibians operated as landplanes.</p>			
B05	1	3	A6-I-6.5.1 (a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;	Insufficient number of serviceable Life jackets / Flotation devices available and required for the type of flight	SAFA-B05-02	Indicate the particulars of the situation observed
		A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				
		A6-I-6.5.2	<p>6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2:</p> <p>a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10;</p> <p>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</p> <p>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or</p>				



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				<p>approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</p> <p>6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p>Note.- "Landplanes" includes amphibians operated as landplanes.</p>			



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B06	Seat belt and seat condition	<p>Check condition of seats and belts.</p> <p>Check for the availability and condition of extension belts (if needed).</p>

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B06	1	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	No extension belts available on board when necessary	SAFA-B06-01	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	1	1	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Passenger seats in poor condition	SAFA-B06-02	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall			



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				be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	1	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Strap or buckle worn out or damaged	SAFA-B06-03	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. D.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	No serviceable seat belt available for each passenger on board	SAFA-B06-04	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	I	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;	Seat(s) unserviceable and not identified as such (outside dispatch limits/conditions)	SAFA-B06-05	Indicate the particulars of



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				2) a seat belt for each seat and restraining belts for each berth;			the situation observed
			A8-III B-4.4.1	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			
B06	1	3	A6-I-6.2.2(c)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth;	Seat(s)/berth(s) not certified to be installed on board of aircraft	SAFA-B06-06	Indicate the particulars of the situation observed
			A8-III B-4.4.1	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.			



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



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B07	I	1	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Emergency exit sign(s) lens/cover missing or broken	SAFA-B07-01	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
			A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as			



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				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	1	2	A6-I- 6.10(f) A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	All aeroplanes, when operated at night shall be equipped with: f) an independent portable light for each crew member station. 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.	Some of the cabin crew members have no serviceable portable lights available/readily accessible during night operations	SAFA-B07-02	Indicate the particulars of the situation observed
B07	1	3	A6-I- 6.10(f)	All aeroplanes, when operated at night shall be equipped with: f) an independent portable light for each crew member station.	None of the cabin crew members have a serviceable portable light available/readily accessible during night operations	SAFA-B07-03	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B07	1	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Emergency exit sign(s) out of order (outside dispatch limits/conditions)	SAFA-B07-04	Indicate the particulars of the situation observed



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			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
			A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. 4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
B07	1	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an	No means for illuminating the escape paths	SAFA-B07-05	Indicate the particulars of the



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				<p>emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p>			situation observed
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.5	<p>Emergency lighting shall be provided and shall have the following characteristics:</p> <ul style="list-style-type: none"> 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. 			
			A8-III B-4.6.2-4	<p>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</p> <p>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p> <p>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum</p>			



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				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 dispatch limits/conditions)	SAFA-B07-06	Indicate the particulars of the situation observed and the MEL reference
B07	I	2	A8-III A-4.1.7	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	SAFA-B07-07	Indicate the particulars of the situation observed
			A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. 4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
			A8-III A-8.3 A8-VA-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an			



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			A8-IIIB-6.3	emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B07	1	3	A8-IIIA-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Emergency exit(s), lighting and marking unserviceable (outside dispatch limits/conditions)	SAFA-B07-09	Indicate the particulars of the situation observed
			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.			



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				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.			
	1	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	SAFA-B07-10	Indicate the particulars of the situation observed
		A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.				
		A8-III B-4.6.2-4	4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.				



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				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.			



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B08	Slides/life-rafts (as required) / ELTs	<p>Check number and serviceability of slides/slide rafts/life rafts.</p> <p><i>Note: Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL.</i></p> <p><i>Note: ICAO requires the carriage of floatation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i></p> <p>Check presence and type of ELT (s) and serviceability. So as to verify that an ELT is broadcasting on 406 MHz, evidence may be found on the ELT itself (if portable), on the Aircraft Radio Station Licence (although there is no requirement for the frequency to be listed there), or in the operations manual (included in the list containing the emergency and survival equipment).</p> <p><i>Note:</i></p> <ol style="list-style-type: none"> (1). Aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of 19 or less shall be equipped with at least one ELT of any type. (2). Aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of more than 19 need to be equipped with at least one automatic ELT or two ELTs of any type. (3). Aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of 19 or less need to be equipped with at least one automatic ELT. (4). Aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either two ELTs (one of which is automatic) or one ELTs and one aircraft localisation means meeting the requirement of A6-I-6.18. <p><i>Note: If no evidence could be found as to what frequency the ELT is broadcasting, then this should be reported as a CAT G remark.</i></p> <p><i>Note: In case any ELT(s) in excess of those required are not capable of simultaneously transmitting on 406 MHz and 121.5 MHz, whereas the required one(s) does, this should be reported as a CAT G remark.</i></p> <p><i>Note: Where the ICAO references mention "the first issue of the individual certificate of airworthiness", this should be understood as the first certificate of airworthiness delivered to the aircraft after production.</i></p> <p>Check equipment for pyrotechnical distress signals (if required and easily accessible).</p>



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B08	1	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	SAFA-B08-01	Indicate the particulars of the situation observed
B08	1	3	A8-III A-4.1.7	4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. 4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Insufficient number of serviceable slides/slide rafts	SAFA-B08-02	Indicate the particulars of the situation observed
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-III B-8.4	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and			



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				f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B08	1	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	SAFA-B08-03	Indicate the particulars of the situation observed
B08	1	3	A6-I-6.17.2	Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Insufficient number of compliant ELTs (outside dispatch limits/conditions)	SAFA-B08-04	Indicate the particulars of the situation observed
		A6-I-6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.				
		A6-I-6.17.4	Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.				
		A6-I-6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.				



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B08	1	3	A6-I-6.17.6	ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 shall operate in accordance with the relevant provisions of Annex 10, Volume III.	ELT(s) not capable of simultaneously transmitting on 406 MHz and 121.5 MHz	SAFA-B08-05	Indicate the particulars of the situation observed
			A10-III-II-5-5.1.4	From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.			
B08	1	3	A6-I-6.17.2	Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	No automatic ELT available when required	SAFA-B08-06	Indicate the particulars of the situation observed
			A6-I-6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.			
			A6-I-6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.			
B08	1	3	A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Portable ELT not at indicated location	SAFA-B08-07	Indicate the particulars of the situation observed



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B09	Oxygen supply (cabin crew and passengers)	<p>Check if the PBE (Personal Breathing Equipment) is at the indicated location and adequately marked with its operating instructions.</p> <p>Check PBE for serviceability and minimum required number.</p> <p>Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used.</p> <p>Check number / serviceability of oxygen dispensing units or oxygen masks (when possible).</p> <p><i>Note: if the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.</i></p> <p><i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows.</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4" style="text-align: center;">Absolute pressure</th> <th rowspan="2" style="text-align: center;">Metres</th> <th rowspan="2" style="text-align: center;">Feet</th> </tr> <tr> <th style="text-align: center;">hPa/</th> <th style="text-align: center;">mBar</th> <th style="text-align: center;">mm Hg</th> <th style="text-align: center;">PSI</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">700</td> <td style="text-align: center;">700</td> <td style="text-align: center;">525.043178</td> <td style="text-align: center;">10.152642</td> <td style="text-align: center;">3 000</td> <td style="text-align: center;">10 000</td> </tr> <tr> <td style="text-align: center;">620</td> <td style="text-align: center;">620</td> <td style="text-align: center;">465.038243</td> <td style="text-align: center;">8.99234</td> <td style="text-align: center;">4 000</td> <td style="text-align: center;">13 000</td> </tr> <tr> <td style="text-align: center;">376</td> <td style="text-align: center;">376</td> <td style="text-align: center;">282.023193</td> <td style="text-align: center;">5.453419</td> <td style="text-align: center;">7 600</td> <td style="text-align: center;">25 000</td> </tr> </tbody> </table>	Absolute pressure				Metres	Feet	hPa/	mBar	mm Hg	PSI	700	700	525.043178	10.152642	3 000	10 000	620	620	465.038243	8.99234	4 000	13 000	376	376	282.023193	5.453419	7 600	25 000
Absolute pressure				Metres	Feet																									
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B09	1	2	A6-I-4.3.9.1	<p>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:</p> <p>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</p> <p>b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.</p>	Protective breathing equipment not at indicated location	SAFA-B09-01	Indicate the particulars of the situation observed



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			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B09	1	2	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Oxygen equipment not readily accessible and required for the type of flight	SAFA-B09-02	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
B09	1	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	Aeroplane not equipped with an automatic deployable oxygen system (individual CofA issued on or after 9 November	SAFA-B09-03	



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				descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	1998) and flight planned above FL 250		
B09	1	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA issued on or after 9 November 1998 (outside dispatch limits/conditions)	SAFA-B09-04	Indicate the particulars of the situation observed
B09	1	2	A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no	Oxygen equipment not adequately marked with its operating instructions	SAFA-B09-05	Indicate the particulars of the situation observed



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				less than a 10-minute supply for the occupants of the passenger compartment.			
			A8-III A-8.3 A8-VA-6.3 A8-II B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			
B09	1	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	SAFA-B09-06	Indicate the particulars of the situation observed
			A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the			



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				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-III A-8.3 A8-VA-6.3 A8-III B-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			
			A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			
B09	1	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen (quantity and/or dispensing units) for all cabin crew and 10% of passengers (and required for the type of flight) – non-pressurized flight between FL 100 and FL 130, in excess of 30 min	SAFA-B09-07	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but			



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				which is provided with means of maintaining pressures greater than 700hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.			
B09	1	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of .3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Automatic oxygen deploying system unserviceable (damaged/taped dropout panels) outside dispatch limits/conditions	SAFA-B09-08	Indicate the particulars of the situation observed
B09	1	3	A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	SAFA-B09-09	Indicate the particulars of the situation observed
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.			



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B09	1	3	A8-III A-4.1.7.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Oxygen bottles not correctly secured	SAFA-B09-10	Indicate the particulars of the situation observed
			A8-III B-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.			



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

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B10	I	1	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: <ul style="list-style-type: none"> 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 safety briefing cards for all passengers on board	SAFA-B10-01	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: <ul style="list-style-type: none"> d) means of ensuring that the following information and instructions are conveyed to passengers: <ol style="list-style-type: none"> 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; 			



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B10	1	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.	Safety briefing cards in poor condition	SAFA-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;			
B10	1	2	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	Safety briefing cards contain inaccurate information	SAFA-B10-03	Indicate the particulars of the situation observed
			A6-I-6.2.2 (d)	An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened;			



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				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	1	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	SAFA-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; 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	1	3	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	'Return to Seat' signs in lavatory unserviceable (outside dispatch limits/conditions)	SAFA-B10-05	Indicate the particulars of the situation observed



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			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	1	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 safety briefing cards on board	SAFA-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; 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	1	3	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of:		SAFA-B10-07	Indicate the particulars of



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				<ul style="list-style-type: none"> a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. 	Safety briefing cards not for the correct aircraft type and/or configuration		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: <ul style="list-style-type: none"> 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; 5) location and method of opening emergency exits; 				



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B11	1	2	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew member(s) not familiar with the cabin emergency procedures	SAFA-B11-01	Indicate the particulars of the situation observed
B11	1	2	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew not familiar with the location and/or operation of emergency equipment	SAFA-B11-02	Indicate the particulars of the situation observed
B11	1	3	A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a	Insufficient number of cabin crew members	SAFA-B11-03	Indicate the particulars of the situation observed



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				situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.			
B11	1	3	A6-I-4.10.2	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator;	Cabin crew member not in compliance with the flight and duty time rules	SAFA-B11-07	Describe the observed situation vs. the requirements in the operations manual
			A6-I-Appendix 2, 2	The operations manual referred to in 1 shall contain at the least the following: 2.1.2 Information and policy relating to fatigue management including: a) policies pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chapter 4, 4.10.2 a);			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B12	1	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Floor/carpet in poor condition affecting the rapid evacuation	SAFA-B12-01	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:			



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				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	2	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Damaged wall panel or cabin crew seat lower stowage container access door latches not secure or unserviceable in the vicinity of emergency exit, possibly obstructing the exit	SAFA-B12-02	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	1	3	A8-III B-8.4(d)	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: d) likely blockages of exits;	Not-recessed tray table latch can be opened in the direction of evacuation (no one-way lock)	SAFA-B12-03	Indicate the particulars of the situation observed
B12	1	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid	Not-recessed tray table latch can be opened in the	SAFA-B12-04	Indicate the particulars of the situation



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			A8-III B-8.4	<p>evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</p> <p>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</p> <ul style="list-style-type: none"> 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. 	direction of evacuation (for retrofitted aircraft)		observed and the details on the certification provisions
B12	1	3	A8-III A-4.1.7.2	<p>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.</p>	Access to emergency exits impeded by baggage or cargo	SAFA-B12-05	Indicate the particulars of the situation observed
		A8-III B-8.4	<p>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</p> <p>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</p> <ul style="list-style-type: none"> 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. 				



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B12	1	3	A8-III-A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (total rows)	SAFA-B12-06	Indicate the particulars of the situation observed
			A8-III-B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	1	3	A8-III-A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Cabin crew seat does not retract automatically impeding the access to emergency exit	SAFA-B12-07	Indicate the particulars of the situation observed
			A8-III-B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and			



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				f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	1	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (oversized seat cushions)	SAFA-B12-08	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	1	1	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits)	SAFA-B12-09	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use;			



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				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	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats adjacent to emergency exits)	SAFA-B12-10	Indicate the particulars of the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			



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Inspection item	Inspection item title	Inspecting Instructions
B13	Stowage of passenger's baggage	Check storage of baggage (including heavy and oversized baggage). Check the condition of the overhead bins.

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B13	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Hard or heavy baggage stored in open hat-racks	SAFA-B13-01	Indicate the particulars of the situation observed
B13	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage stowed in unserviceable overhead bins	SAFA-B13-02	Indicate the particulars of the situation observed
B13	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Oversized baggage transported in the cabin not adequately secured	SAFA-B13-03	Indicate the particulars of the situation observed
B13	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage not stowed securely	SAFA-B13-04	Indicate the particulars of the situation observed
B13	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Overhead bins loaded in excess of the placarded weight limitation	SAFA-B13-05	Indicate the particulars of the situation observed



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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	1	3	A6-I-6.2.2(c)(1)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator.	Passengers on board in excess of the number of available seats	SAFA-B14-01	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C01	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SAFA-C01-01	Indicate the particulars of the situation observed



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C01	I	2	A6-I-6.2.4.1	If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	Break-in point markings (if applied) faded or incorrectly marked	SAFA-C01-02	Indicate the particulars of the situation observed
C01	I	3	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Paint damage with exposed composite (outside dispatch limits/conditions)	SAFA-C01-03	Indicate the particulars of the situation observed
C01	I	2	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Poor condition of de-icing system	SAFA-C01-04	Indicate the particulars of the situation observed
C01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Ground servicing placards and markings not applied or unreadable	SAFA-C01-05	Indicate the particulars of the situation observed
C01	I	1	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	SAFA-C01-06	Indicate the particulars of the situation observed
C01	I	3	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Major corrosion (outside dispatch limits/conditions)	SAFA-C01-07	Indicate the particulars of the situation observed
C01	C	3	§RA.215 of the Order on the rules of the air	(1) Except as provided by (5), at night all aircraft in flight shall display: a) anti-collision lights intended to attract attention to the aircraft; and b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;	Required aircraft lights unserviceable (outside dispatch limits/conditions) or not displayed.	SAFA-C01-08	Indicate the particulars of the situation observed



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				<p>(2) Except as provided by (5), at night:</p> <p>a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;</p> <p>b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;</p> <p>c) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and</p> <p>d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact. (3) Except as provided by (5), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (1)(a) shall display such lights also during day.</p> <p>(4) Except as provided by (5), all aircraft:</p> <p>a) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (2)(c); or</p> <p>b) on the movement area of an aerodrome and fitted with lights to meet the requirement of (2)(d);</p> <p>(1) shall display such lights also during the day</p>			
			A6-I-6.10	<p>All aeroplanes when operated at night shall be equipped with:</p> <p>a) all equipment specified in 6.9;</p> <p>b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome;</p> <p><i>Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 1. The general characteristics of lights are specified in Annex 8. c) two landing lights;</i></p>			



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				<p><i>Note.— Aeroplanes not certificated in accordance with Annex 8 which are equipped with a single landing light having two separately energized filaments will be considered to have complied with 6.10 c).</i></p> <p>d) illumination for all instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew;</p> <p>e) lights in all passenger compartments; and</p> <p>f) an independent portable light for each crew member station.</p>			
C01	M	3			Static discharger(s) missing or damaged outside dispatch limits/conditions	SAFA-C01-10	Indicate the particulars of the situation observed
C01	M	3			Antenna(s) missing or damaged outside dispatch limits/conditions	SAFA-C01-11	Indicate the particulars of the situation observed
C01	M	3			Pressure port (and/or RVSM area) damaged or blocked (outside dispatch limits/conditions)	SAFA-C01-12	Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside dispatch limits/conditions	SAFA-C01-13	Indicate the particulars of the situation observed
C01	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C01-16	Indicate the particulars of the situation observed
C01	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C01-17	Indicate the particulars of the situation observed



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C01	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C01-18	Indicate the particulars of the situation observed
C01	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C01-19	Indicate the particulars of the situation observed
C01	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C01-20	Indicate the particulars of the situation observed
C01	M	3			Bonding wires broken or missing with major influence on safety	SAFA-C01-21	Indicate the particulars of the situation observed



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

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



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							the situation observed
C02	M	3			Door(s) unserviceable outside dispatch limits/conditions	SAFA-C02-06	Indicate the particulars of the situation observed
C02	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C02-07	Indicate the particulars of the situation observed
C02	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C02-08	Indicate the particulars of the situation observed
C02	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C02-09	Indicate the particulars of the situation observed
C02	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C02-10	Indicate the particulars of the situation observed
C02	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C02-11	Indicate the particulars of the situation observed
C02	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA- C02-12	Indicate the particulars of the situation observed
C02	M	1			Cargo door open green light U/S	SAFA-C02-13	Indicate the particulars of the situation observed



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

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



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C03	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C03-07	Indicate the particulars of the situation observed
C03	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C03-08	Indicate the particulars of the situation observed
C03	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C03-09	Indicate the particulars of the situation observed
C03	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C03-10	Indicate the particulars of the situation observed
C03	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C03-11	Indicate the particulars of the situation observed



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

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



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C04	M	3			Leaking hydraulic braking system (outside dispatch limits/conditions)	SAFA-C04-06	Indicate the particulars of the situation observed
C04	M	3			Nose landing gear wheel snubbers worn outside dispatch limits/conditions	SAFA-C04-07	Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside dispatch limits/conditions	SAFA-C04-08	Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded	SAFA-C04-09	Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside dispatch limits/conditions	SAFA-C04-10	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C05	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SAFA-C05-01	Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective	SAFA-C05-02	Indicate the particulars of the situation observed
C05	M	G			Gear strut valve cap(s) missing	SAFA-C05-03	Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside dispatch limits/conditions	SAFA-C05-04	Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed	SAFA-C05-05	Indicate the particulars of the situation observed
C05	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-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	Ground servicing markings not applied or unreadable	SAFA-C05-06	Indicate what marking were missing/unread able,



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



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

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C06	M	3			Landing gear door(s) damaged outside dispatch limits/conditions	SAFA-C06-01	Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)	SAFA-C06-02	Indicate the particulars of the situation observed
C06	I	1	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	SAFA-C06-04	Indicate the particulars of the situation observed
C06	I	3	A8-III A-4.1.4 A8-III B-4.1.5 A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Major corrosion (outside dispatch limits/conditions)	SAFA-C06-05	Indicate the particulars of the situation observed



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C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable	SAFA-C06-06	Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside dispatch limits/conditions	SAFA-C06-07	Indicate the particulars of the situation observed
C06	M	1			Bonding wires broken or missing with minor impact on flight safety	SAFA-C06-08	Indicate the particulars of the situation observed
C06	M	2			Bonding wires broken or missing with significant impact on flight safety	SAFA-C06-09	Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing with major impact on flight safety	SAFA-C06-10	Indicate the particulars of the situation observed
C06	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SAFA-C06-11	Indicate the particulars of the situation observed
C06	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C06-12	Indicate the particulars of the situation observed
C06	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C06-13	Indicate the particulars of the situation observed



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

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



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C07	M	3			Damage (dents, nicks, cracks) outside dispatch limits/conditions	SAFA-C07-04	Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside dispatch limits/conditions	SAFA-C07-05	Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	SAFA-C07-06	Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	SAFA-C07-07	Indicate the particulars of the situation observed
C07	M	3			Thrust reverser/blocker doors not fully stowed	SAFA-C07-09	Indicate the particulars of the situation observed
C07	M	1			Loose and/or missing fastener with minor influence on safety	SAFA-C07-10	Indicate the particulars of the situation observed
C07	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SAFA-C07-11	Indicate the particulars of the situation observed
C07	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SAFA-C07-12	Indicate the particulars of the situation observed
C07	M	2			Safety markings not applied or unreadable	SAFA-C07-13	Indicate the particulars of the situation observed



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

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



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

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



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C10	Obvious un-repaired damage	Check for un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc... Check that any damage is observed, assessed, and possibly recorded on a damage chart/buckle & dent chart.

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

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

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



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
D01	M	1			Minor defects with limited effect on safety	SAFA-D01-01	Indicate the particulars of the situation observed
D01	I	2	A8-III A-1.4, A8-III B-1.4	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 III A/B, Chapter 4	SAFA-D01-02	Indicate the particulars of the situation observed
			A8-III A-1.5,	1.5.1 Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. 1.5.2 The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.			
			A8-III B-1.5	The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.			



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D01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.	Ground servicing markings not applied or unreadable	SAFA-D01-03	Indicate the particulars of the situation observed
D01	M	3			Cargo bay smoke detection test fail or outside dispatch limits/conditions	SAFA-D01-04	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	SAFA-D01-05	Indicate the particulars of the situation observed
D01	M	3			Damage to panelling and/or lining outside limits	SAFA-D01-06	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Unserviceable fire extinguishing system and the affected cargo compartment is used	SAFA-D01-07	Indicate the particulars of the situation observed
D01	M	3			Floor locks unserviceable outside dispatch limits/conditions (with cargo)	SAFA-D01-08	Indicate the particulars of the situation observed
D01	M	3			No or unserviceable required barrier net	SAFA-D01-09	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	No smoke barrier/curtain (if applicable)	SAFA-D01-10	Indicate the particulars of the situation observed
D01	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Structural or floor damage outside dispatch limits/conditions	SAFA-D01-11	Indicate the particulars of the situation observed



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
1	1	3	A8-III A-4.1.6.(g)	Fire suppression. For aeroplanes for which the application for certification was submitted on or after 12 March 2000, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.	Cargo compartment(s) not equipped with fire suppression systems	SAFA-D01-12	Indicate the particulars of the situation observed
			A8-III B-4.2 (g)	<p>Cargo compartment protection.</p> <p>1) Each cargo compartment accessible to a crew member in a passenger-carrying aeroplane shall be equipped with a fire suppression system;</p> <p>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 suppression system; and</p> <p>3) until 7 March 2021, 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.</p> <p>3) as of 7 March 2021, for aeroplanes of a maximum certificated take-off mass in excess of 45 000 kg or with a passenger seating capacity greater than 60, 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.</p>			



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D02	Dangerous goods	<p>If dangerous goods are on board, check that the pilot has received appropriate notification.</p> <p>Check that the operations manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air).</p> <p><i>Note: if a finding is raised on this point, report it under A04 – Manuals.</i></p> <p>Check that Technical Instructions as per ICAO Doc. 9284 are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation.</p> <p>Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284).</p> <p>Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the operations specifications, report it under A10.</p> <p>Check, when required, the crew access to the cargo area in case of transportation of CAO goods.</p> <p><i>Note: Where there is suspicion of cabin luggage being diverted to the cargo hold, check which procedure or risk assessment was done to prevent transportation in the cargo hold of Dangerous Goods authorised only as carry-on luggages.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
D02	1	2	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, not concerning CAO packages	SAFA-D02-01	Indicate the particulars of the situation observed
D02	1	3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, concerning CAO packages	SAFA-D02-02	Indicate the particulars of the situation observed



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D02	I	3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	SAFA-D02-03	Indicate the particulars of the situation observed
D02	I	3	A18-8.4	8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft. 8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any 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 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.	Damaged and/or leaking packages/overpacks containing DG	SAFA-D02-04	Indicate the particulars of the situation
D02	I	3	A18-8.8	When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times	Dangerous goods not correctly loaded and/or secured	SAFA-D02-05	Indicate the particulars of the situation observed



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D02	1	3	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.	DG label incorrect or missing	SAFA-D02-06	Indicate the particulars of the situation observed
D02	1	2	DOC 9284 (Part 7)	2.8.1 Each unit load device containing dangerous goods which require a class hazard label must display an identification tag on its exterior indicating that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible. 2.8.2 The identification tag must: a) have a border of prominent red hatchings on both sides and be visible at all times b) have minimum dimensions of 148mm x 210mm; and c) be legibly marked with the primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods. 2.8.3 When placed inside a protective tag holder, the information on the identification tag must be legible and visible. 2.8.4 If the unit load device contains packages bearing the "Cargo aircraft only" label, either that label must be visible or the identification tag must indicate that the unit load device can be loaded only on a cargo aircraft. 2.8.5 The identification tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	SAFA-D02-07	Indicate the particulars of the situation
D02	1	3	DOC 9284 (Part 7)	2.8.1 Each unit load device containing dangerous goods which require a class hazard label must display an identification tag on its exterior indicating that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible. 2.8.2 The identification tag must: a) have a border of prominent red hatchings on both sides and be visible at all times	Required identification tag missing (CAO packages inside)	SAFA-D02-08	Indicate the particulars of the situation observed



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				<p>b) have minimum dimensions of 148mm x 210mm; and</p> <p>c) be legibly marked with the primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods.</p> <p>2.8.3 When placed inside a protective tag holder, the information on the identification tag must be legible and visible.</p> <p>2.8.4 If the unit load device contains packages bearing the "Cargo aircraft only" label, either that label must be visible or the identification tag must indicate that the unit load device can be loaded only on a cargo aircraft.</p> <p>2.8.5 The identification tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</p>			
D02	1	2	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.	DG identification tag improperly used	SAFA-D02-09	Indicate the particulars of the situation observed
D02	1	2	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.	DG identification tag not compliant with technical instructions	SAFA-D02-10	Indicate the particulars of the situation observed
D02	1	3	DOC 9284 (Part 3)	<p>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.</p> <p>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.</p> <p>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</p>	Dangerous goods carried as limited quantities or excepted quantities but limits exceeded	SAFA-D02-11	Indicate the particulars of the situation observed



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				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 (...)			
D02	1	3	A18-5.1	Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the Technical Instructions.	Dangerous goods not packed in accordance with proper packing instructions	SAFA-D02-12	Indicate the particulars of the situation observed
			DOC 9284 (Part 4)	1.1.1 Dangerous goods must be packed in good quality packagings, which must be strong enough to withstand the shocks and loadings normally encountered during transport, including removal from a pallet, unit load device or overpack for subsequent manual or mechanical handling. Packagings must be constructed and closed so as to prevent any loss of contents when prepared for transport, which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings (including inner packagings and receptacles) must be closed in 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	1	3	A18-8.3	Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.	DG not stowed and/or separated in accordance with the Technical Instructions	SAFA-D02-13	Indicate the particulars of the situation observed
			A18-8.7	8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage. 8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions. 8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and			



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				undeveloped film, in accordance with the provisions in the Technical Instructions.			
D02	I	3	A18-8.6	8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay. 8.6.2 An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.	Hazardous and/or radioactive contamination not removed	SAFA-D02-14	Indicate the particulars of the situation observed
D02	I	3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Required NOTOC missing	SAFA-D02-15	Indicate the particulars of the situation observed
D02	I	3	A18-8.5	Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	SAFA-D02-16	Indicate the particulars of the situation observed
D02	I	3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.	No access to DG packages labelled "Cargo aircraft only" where required	SAFA-D02-17	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 infected live animals.	Transport of forbidden dangerous goods	SAFA-D02-18	Indicate the particulars of the situation observed
			A18-4.3	Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being			



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				forbidden for transport by air under any circumstances shall not be carried on any aircraft.			
D02	1	3	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required;	Dangerous goods not accompanied by shipper's declaration when so required	SAFA-D02-19	Indicate the particulars of the situation observed



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

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D03	1	1	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	SAFA-D03-01	Indicate the particulars of the situation observed
D03	1	2	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or containers	SAFA-D03-02	Indicate the particulars of the situation observed
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo Area not used in accordance with classification	SAFA-D03-03	Indicate the particulars of the situation observed



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D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo not correctly secured and restrained in all directions	SAFA-D03-04	Indicate the particulars of the situation observed
D03	1	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	SAFA-D03-05	Indicate the particulars of the situation observed
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Dividing net or protection net damaged outside dispatch limits/conditions	SAFA-D03-06	Indicate the particulars of the situation observed
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured	Load distribution/load limit (floor and/or height) exceeded	SAFA-D03-07	Indicate the particulars of the situation observed
D03	1	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	One or several items exceeding the load height limitation in the cargo compartment without damaging the cargo ceiling panels, or hindering the proper function of smoke detectors and/or fire extinguishing equipment	SAFA-D03-08	Indicate the particulars of the situation observed



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Inspection item	Inspection item title	Inspecting Instructions
E01	General	<p>Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.</p> <p>Check if flight crew and/or cabin crew are under the influence of alcohol.</p> <p><i>Note: Only crew assigned to safety tasks shall be tested. e.g.: Alcohol test of crew member positioning is to be avoided.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
E01	M	3	M		Aircraft not operated according to the manufacturer's operating instructions during push-back, towing and/or taxiing.	SAFA-E01-01	Indicate the particulars of the situation observed
E01	I	3	Annex 1, 1.2.7	Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.	Flight crew identified under the influence of alcohol	SAFA-E01-03	Do not indicate the function of the crew member who was tested over the acceptable limits. Do not mention the quantity of alcohol detected in the blood or in the breath.
			Annex 2, 2.5	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances			
E01	I	3	Annex 1, 1.2.7	Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.	Flight crew refused to cooperate during an alcohol test	SAFA-E01-04	Do not indicate the function of the crew member who



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
			Annex 2, 2.5	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances			didn't cooperate
E01	1	3	Annex 2, 2.5	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances	Operating cabin crew identified under influence of alcohol	SAFA-E01-05	Do not mention the quantity of alcohol detected in the blood or in the breath. Do not indicate the position of the crew member



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Inspection item	Inspection item title	Inspecting Instructions
E02	Insurance	<p>Check for the presence of a copy of the aircraft insurance. Check if the insurance is not expired. Check if insurance covers the required areas (crew, passengers, etc)</p> <p><i>Note: ICAO's Annexes do not require the operator to carry a copy of the insurance onboard. If the requirement in the Law is not published in the AIP, it should not constitute a finding.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
E02	C	G	Article 4 of Cameroonian Law N°2013/010	All aircraft engaged in flights over the Cameroonian territory must be insured in accordance with the regulations in force.	No valid third party liability insurance certificate or cannot be shown by crew	SAFA-E02-01	



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B. Inspection Instructions on the Categorisation of Findings Identified during SANA Inspections

These are the inspection instructions on the categorisation of findings for inspections performed by Ramp Inspectors on aircraft used by operators under the regulatory oversight of the Cameroon Civil Aviation Authority (CCAA). The instructions consist of Pre-Described Findings (PDFs) and inspection instructions.

The list of PDFs is based on the following documents.

- Law N°2013/010 of 24 July 2013 governing civil aviation in Cameroon.
- Decree N°2003/2028/PM of 04 September 2003 regulating titles, documents and controls relating to aviation safety.
- Decree N°2003/2033/PM of 04 September 2003 relating to air navigation in the Cameroonian airspace.
- Ministerial Order N°606/MINT of 13 September 2006 modifying the annex to Ministerial Order N°00731/MINT of 07 June 2005 laying down the conditions of operation of aeroplanes by an air carrier.
- Ministerial Order N°605/MINT of 13 September 2006 modifying the annex to Ministerial Order N°00726/MINT of 07 June 2005 laying down conditions of operation of civil aircraft in general aviation and aerial work.
- Ministerial Order N°604/MINT of 13 September 2006 modifying the annex to Ministerial Order N°00724/MINT of 07 June 2005 laying down conditions of operation of helicopters by an air carrier.
- Ministerial Order N°608/MINT of 13 September 2006 modifying the annex to Ministerial Order N°00725/MINT of 07 June 2005 laying down conditions of operation of helicopters in general aviation and aerial work.
- Ministerial Order N°0221A/MINT of 04 June 2013 relating to the airworthiness of civil aircraft.
- Ministerial Order N°1540/MINT of 15 November 2006 relating to noise and gas emission certification of aircraft.
- Ministerial Order N°0001304/MINT of 29 September 2006 modifying the annex of ministerial order n°00734/MINT of 7 June 2005 relating to the physical and mental fitness of aeronautical personnel and cabin crew.
- Ministerial Order N°00734/MINT of 7 June 2005 relating to the physical and mental fitness of aeronautical personnel and cabin crew.
- Ministerial Order N°1304/MINT of 29 September 2006 modifying the annex to Order N°00734/MINT of 7 June 2005 relating to the physical and mental fitness of aeronautical personnel and cabin crew.
- Ministerial Order N°001542/MINT of 15 November 2006 laying down the conditions of operation of ultralight motor-powered aircraft.
- Ministerial Order N°00727/MINT of 7 June 2005 establishing flight time limitations for civil aviation personnel.
- Ministerial Order N°0001299/MINT of 29 September 2006 modifying the annex of Order N°00735/MINT of 7 June 2005 relating to the transport of dangerous goods.
- Ministerial Order N°609/MINT of 13 September 2006 modifying the annex of Order N°738/MINT of 07 June 2005 relating to qualification and licences of civil aviation personnel.
- Instruction N°110/CCAA/DSA/SDNA/SGTIA of 23 March 2010 relating to English language proficiency of aeronautical personnel for radiotelephony communications.



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- Instruction N°453/CCAA/DNA/SDNA/ETA of 22 August 2006 relating to refuelling procedures with passengers embarking or disembarking an aircraft and relating to fuel management inflight.
- Order laying down rules of the air applicable to Cameroonian and foreign aircraft,
- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2017-2018 Edition, Addendum No. 2/Corrigendum No. 1.

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 the CCAA 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.



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Inspection item	Inspection item title	Inspecting Instructions
A01	General condition	<p>- Check general condition. Check the stowage of interior equipment, suitcases, navigation chart cases etc. <i>Note: Inspectors should make sure that manuals, flight cases etc. were indeed not appropriately stored during the incoming flight. In some cases, it can be proven (or at least reasonably assumed) that the manuals were not stored during flight since e.g. there is no suitable storage area. However, in those cases where it cannot be excluded that the crew indeed stores the manuals during flight, no finding should be raised. Such manuals and cases may have indeed been used by the crew during taxi and the turn-around before the inspector enters the flight deck.</i></p> <p>If a flight crew compartment door is installed, check the door locking/unlocking mechanism. On passenger carrying aeroplanes with:</p> <ul style="list-style-type: none"> - A maximum certified take-off mass (MCTOM) > 54.500 kg; - A MCTOM > 45.500 kg and a passenger seating capacity greater than 19; or - A passenger seating capacity greater than 60. <p>Check for installation and serviceability of the reinforced cockpit door.</p> <p>Check the means to monitor the door area from either pilot's 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 finding should be used). The presence in the cockpit of an additional crew member during all phases of the flight is considered to fully meet Cameroonian requirements.</p> <p>Check the condition of the flight deck windows (e.g. windshield cracks, possible delamination). Check that no equipment is installed such that it obviously does not meet the systems design features and emergency landing provisions in operations and airworthiness regulations (e.g. when equipment installed on the glare shield significantly impairs the pilots' vision).</p> <p>Note: <i>Inspectors may request (directly or at a later stage) from the operator the technical approvals for the installed special equipment in the case of dubious installations.</i></p> <p>Check the presence and serviceability of the windshield wipers (if required for the flight).</p>



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Inspection item	Inspection item title	Inspecting Instructions
		Check if any electrical cables/wires are unintentionally exposed. Check the serviceability of the warning panel lights.

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A01	C	1	§13.2.2 of Ministerial Order 606/MINT	From the 1 November 2003, the flight crew compartment of all aircraft involved in commercial transportation of passengers with an MCTOM that exceeds 45500kg or whose MOPSC more than 60 shall be equipped with a door designed to resist to the penetration of projectiles from light arms and grenade shrapnel as well as the forceful intrusion by unauthorised persons. This door shall be capable of being locked and unlocked from either pilot's station.	One or more door locking/unlocking mechanism not serviceable	SANA-A01-01	
A01	C	2	§13.2.1 of Ministerial Order 606/MINT	In all aeroplanes 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	SANA-A01-02	
A01	C	1	§13.2.3(b) of Ministerial Order 606/MINT	In all aeroplanes which are equipped with a flight crew compartment door in accordance with point 13.2.2 above: 2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)	SANA-A01-03	Indicate the particulars of the situation observed
A01	C	2	§13.2.3(b) of Ministerial Order 606/MINT	In all aeroplanes which are equipped with a flight crew compartment door in accordance with point 13.2.2 above:	Means to monitor the door area not available from either pilot's station (and no alternative operational procedures established)	SANA-A01-04	



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A01	C	3	§13.2.3(b) of Ministerial Order 606/MINT	2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available or U/S (outside dispatch limits/conditions)	SANA-A01-05	
A01	C	3	§13.2.1 of Ministerial Order 606/MINT	In an aeroplane which is equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin	Cockpit door lock N/A or U/S (outside dispatch limits/conditions)	SANA-A01-06	
A01	M	3			Damage and/or delamination to flight deck windows (outside dispatch limits/conditions)	SANA-A01-07	Describe nature and extent of damage
A01	C	3	A8-III-A-4.1.6.(c) A8-III-B-4.2.(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference	Interior equipment and/or other object(s) not correctly secured or stowed during flight	SANA-A01-08	Indicate what interior equipment/object(s) was not secured
			§4.8.2 of Ministerial Order 606/MINT	The operator shall establish procedures to ensure that: (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement			
A01	C	3	§13.2.2 of Ministerial Order 606/MINT	From the 1 November 2003, the flight crew compartment of all aircraft involved in commercial transportation of passengers with an MCTOM that exceeds 45500kg or whose MOPSC more than 60 shall be equipped with a door designed to resist to the penetration of projectiles from light arms and grenade shrapnel as well as the forceful intrusion by unauthorised persons. This door shall be capable of being locked and unlocked from either pilot's station.	Reinforced cockpit door not installed (on passenger flights)	SANA-A01-09	
A01	M	3			Lights U/S in warning panel (outside dispatch limits/conditions)	SANA-A01-10	Indicate the particulars of the situation observed



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A01	C	2	§7.1.1(d)	An operator shall ensure that a flight is commenced only if required communication and navigation equipment are arranged such that the equipment to be used by the crew member during the flight can be easily accessible from his/her station.	Cockpit installations significantly decreasing pilots' vision	SANA-A01-11	Indicate the particulars of the situation observed
A01	I	3	A8-III A-4.1.6d	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.	Windshield wipers/cleaning/drying system not installed or inoperative (outside dispatch limits/conditions)	SANA-A01-12	Indicate the particulars of the situation observed
A01	C	3	Article 58 of Law N°2013/010	No aircraft may operate in Cameroon unless it is in possession of the valid airworthiness and operating documents required by the regulations in force	Equipment installations obviously not in compliance with Ministerial Orders 606, 605, 604, 608, and 221.	SANA-A01-13	Indicate the particulars of the situation observed
			§6.1.1.1 of Order N°606/MINT	In addition to the minimum equipment for the issuance of a Certificate of Airworthiness, the instruments and flight documents prescribed in the above paragraphs shall be installed or carried, as appropriate, on board the airplanes, depending on the airplane used and the conditions under which the flight is to be conducted. The prescribed instruments and equipment, as well as their installation, must be approved by the CCAA or by the State of Registry.			
			§5.5.3 of Order N°221/MINT	After installation of a replacement part, the aircraft must remain in compliance with its applicable airworthiness regulations.			
A01	C	2	§6.4.2(a) (d) of Order N°606/MINT	(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	Operational flight deck markings and/or placards missing or incorrect	SANA-A01-14	Indicate the particulars of the situation observed



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
				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 shall be secured open during take-off and landing;			
A01	C	2	§8.1.1 and 8.1.2 of Order N°606/MINT	Whilst respecting procedures acceptable for the CCAA, the operator shall ensure that: a) each aircraft they operate is maintained in an airworthy condition, b) operational and emergency equipment necessary for an envisaged flight, are in a good working condition, c) the airworthiness certificate of all aircraft they operate remains valid	Inadvertently exposed electrical cables/wires in the cockpit	SANA-A01-15	Indicate the particulars of the situation observed
A01	C	1	§6.4.2(a) of Order N°606/MINT	(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	SANA-A01-17	Indicate the particulars of the situation observed
A01	M	1			Cockpit seats in poor condition	SANA-A01-18	



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Inspection item	Inspection item title	Inspecting Instructions
A02	Emergency exit	<p>Check serviceability of exits and, when ropes are installed, check that they are secured. Check whether access to emergency exits is restricted or impeded.</p> <p><i>Note: Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before flight without hindering evacuation. If the crew is unable to confirm this, a finding may be appropriate.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A02	C		§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand luggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.	Access to emergency exit impeded	SANA-A02-01	Indicate why the access to emergency exit is impeded
A02	C	3	§6.2.11(a) of Order N°606/MINT	All aeroplanes shall be equipped with a device to facilitate the descent to the ground of occupants from exits: a) other than those located above the wings and whose edges are no more than 1.82m above the ground, with the landing gears extended;	Emergency exits U/S	SANA-A02-02	
A02	C	3	§6.2.11(a) of Order N°606/MINT	All aeroplanes shall be equipped with a device to facilitate the descent to the ground of occupants from exits: a) other than those located above the wings and whose edges are no more than 1.82m above the ground, with the landing gears extended;	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside dispatch limits/conditions)	SANA-A02-03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)



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Inspection item	Inspection item title	Inspecting Instructions
A03	Equipment	<p><i>Note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a CAT 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.</i></p> <p>All Flights:</p> <p>a) <u>TAWS (E-GPWS)</u> Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward-looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions. When an operational test can be performed by the pilot, it should be requested. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i> <i>Note: Some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil Part-CAT requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO Part-CAT requirements.</i> <i>Note: Aeroplanes having an MCTOM of 5700 Kg or less and a MOPSC of 9 or less are not required to be equipped with a TAWS installation except turbine-powered aeroplanes with a CofA 1st issued after the 1st of January, 2019 having an MCTOM of 5700 Kg or less and an MOPSC of 6 to 9.</i></p> <p>In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the inspector should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight.</p> <p>b) <u>ACAS II (TCAS)</u> Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. When an operational test can be performed by the pilot, it should be requested. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p>c) <u>Cockpit Voice Recorder</u> When an operational test can be performed by the pilot, it should be requested. <i>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</i></p> <p>Flights in designated airspace: a) <u>RVSM</u></p>



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		<p>Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614). Check the areas of applicability and the relevant volumes of airspace in ICAO Doc 7030.</p> <p>b) <u>PBN</u> Check that the aircraft is equipped with navigational equipment that meets the PBN requirements applicable in the airspace where the aircraft is to be operated.</p> <p>c) <u>NAT HLA</u> Check whether the equipment unserviceability (if any) affects the aircraft operations in the NAT HLA airspace (NAT Doc 007). Area of applicability: A large portion of the airspace of the North Atlantic Region, including the majority of North Atlantic crossing routes between FLs 285 and 420, has been designated as the NAT High Level Airspace (NAT HLA). Within this airspace aircraft have to meet defined NAT HLA Standards and appropriate crew procedures and training have to be established. The lateral dimensions of the NAT HLA include the following Control Areas (CTAs): REYKJAVIK, SHANWICK (excluding SOTA & BOT), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°N.</p> <p>Electronic flight bags (EFB): When an EFB is used, check that the operator has established mitigating means such as a back-up provision for those functions which may have an impact on the safe operation of the aircraft (type B EFB applications). A non-exhaustive list of such functions includes :</p> <ul style="list-style-type: none"> ▪ operations manual; ▪ Aircraft Flight Manual; ▪ checklists; ▪ radio navigation charts; ▪ electronic map systems for graphical depiction of aircraft position (electronic aeronautical charts including en route, area, approach, departure and airport surface maps); ▪ aircraft performance calculation applications to provide: <ul style="list-style-type: none"> (d) take-off, en route, approach and landing, missed approach, etc. calculations providing masses, distance, times and/or speed limitations; (e) power settings; and (f) mass and balance calculations. <p>Any back-up provision such as hardcopies or an alternative EFB should be considered as acceptable. EFB may be secured in flight either via a mounting device (permanently attached to the aircraft and subject to certification) or a viewable stowage (device designed to secure an EFB in a viewable position, but no subject to certification, such as: suction cups, kneeboard,...). It should be checked that the device:</p>



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		<ul style="list-style-type: none"> - adequately secures the EFB; - is not obstructing (visually or physically) any equipment in the cockpit; - does not impede the ability to operate the aircraft or the accessibility of emergency equipment; and - does not obstruct the emergency exit.

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A03	C	3	§6.1.2.1 of Order N°606/MINT	Except authorised by the CCAA, the operator shall not use an aeroplane with inoperative equipment unless it is taken into account by the MEL approved by the CCAA or the State of Registry.	Required equipment installed but not being used during operation by crew	SANA-A03-01	Indicate the particulars of the situation
A03	C	3	§6.18.1 of Order N°606/MINT	All turbomachine aircraft having a MCTOM of 5700 kg or authorised to transport more than 19 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS II)	ACAS II N/A or U/S (outside dispatch limits/conditions)	SANA-A03-02	Indicate the particulars of the situation observed
A03	C	2	§6.18.3 of Order N°606/MINT	The airborne collision avoidance system shall be compliant with the requirements of Annex 10 of the Chicago Convention	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1, but mitigating measures in place	SANA-A03-03	Indicate what mitigating measures are in place
A03	C	3	§6.15 of Order N°606/MINT	6.15.1 All turbine powered aeroplanes whose MCTOM is more than 5700kg or which is authorised to carry more than 09 passengers shall be equipped with a ground proximity warning system. 6.15.2 All turbine powered aeroplanes whose MCTOM is more than 15000kg or which is authorised to carry more than 30 passengers shall be equipped with a ground proximity warning system with a forward-looking terrain avoidance function	TAWS with forward looking terrain avoidance function not installed or unserviceable (outside dispatch limits/conditions)	SANA-A03-04	Indicate if no system at all was found or if the forward-looking function is missing. If unserviceable, specify the reason.



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A03	C	3	§6.1.2.1 of Order N°606/MINT	Except authorised by the CCAA, the operator shall not use an aeroplane with inoperative equipment unless it is taken into account by the MEL approved by the CCAA or the State of Registry.	Required navigation equipment N/A or U/S (outside dispatch limits/conditions)	SANA-A03-06	Indicate what equipment was N/A or U/S and type of operation
			§7.1.1 of Order N°606/MINT	An operator shall ensure that no flight is commenced except the communication and navigation equipment required are: a) approved and installed in accordance with the applicable requirements, including minimum performance requirements and airworthiness standards, b) installed such that in the event of the failure of one required communication or navigation equipment or both, shall not totally incapacitate the ability to communicate or continue safe navigation			
A03	C	3	§6.3.1 of Order N°606/MINT	(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) Until 31 December 2018, 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	Cockpit Voice Recorder inoperative (outside dispatch limits/conditions)	SANA-A03-07	



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				(3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2). (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases. (d) By 1 January 2019 at the latest, the CVR shall record			
A03	C	2	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: a) the original certificate of registration; b) the original certificate of airworthiness (CofA); c) the noise certificate (if required); d) a copy of the air operator certificate (AOC); e) the radio station licence f) a copy of the third-party liability insurance; g) the journey logbook or equivalent, h) a list of the crew members, i) a passenger manifest and their embarkation/disembarkation places j) a cargo manifest and detailed cargo declarations	EFB functions affecting the safe operation of the aircraft used without back-up	SANA-A03-08	Indicate which functions affect the safe operations of the aircraft have no back-up
A03	C	3	§6.20 of Order N°606/MINT	All flight crew members on duty in the flight crew compartment shall communicate using headsets or throat microphones above the transition altitude or flight level	Headset with boom microphone or equivalent N/A or U/S (outside dispatch limits/conditions)	SANA-A03-09	Indicate the particulars of the situation observed



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A03	1	3	§6.18.1 and §6.18.3 of Order N°606/MINT	<p>§6.18.1 All turbomachine aircraft having a MCTOM of 5700 kg or authorised to transport more than 19 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS II)</p> <p>§6.18.3 The airborne collision avoidance system shall be compliant with the requirements of Annex 10 of the Chicago Convention</p>	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1	SANA-A03-10	Indicate the particulars of the situation observed



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A04	Manuals	<p>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).</p> <p><i>Note: If a MEL/operations manual/checklist problem was already identified during a previous ramp inspection and if the following 4 conditions are fulfilled, only a CAT G remark should be raised:</i></p> <ul style="list-style-type: none"> - The finding was identified less than 3 months ago; - A corrective action plan has been proposed by the operator in the follow-up process of the finding; - The problem is still the same; and - The problem doesn't have a major impact on safety (i.e. the finding was not a CAT 3 finding). <p><i>Note: 90 days delay should be given to the operator to incorporate the last version published by the manufacturer; within this period only a CAT G remark should be raised.</i></p> <p><i>Note: If the AFM is not updated, it should be indicated which part is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>Note: Not all parts of the operations manual have to be carried on board. As a minimum there shall be available those parts that are relevant to the duties of the crew members.</i></p> <p><i>Note: In the operations manual the following subjects, in particular, could be checked:</i></p> <ul style="list-style-type: none"> - 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; - fuel planning and in-flight fuel management policies and procedures; - flight and duty time requirements; - safety precautions during refuelling with passengers on board; and - instructions on the carriage of dangerous goods (with DG on board)". <p>Check if the flight crew is able to understand the language in which the operations manual and/or AFM are written. <i>Note: The regulation does not require the manuals to be written in English language. Such a case does not constitute a finding unless it is obvious that the pilot(s) do not understand the language in which the manuals are written.</i> <i>Note: The impact on safety is different in case only one flight crew member is not able to understand the language of the OM, or if it is not understood by any of the flight crew members. This is reflected in the respective CAT 2 and CAT 3 pre-described findings.</i></p>



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		<i>Note: Operations regulation does require that specific parts of the operations manual be approved by the CCAA. However, it does not require that proof of such approval be contained in the manual itself. The absence of a specific approval evidence does not constitute a finding.</i>

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A04	C	2	§3.13 of Order N°606/MINT	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (a) the current parts of the operations manual that are relevant to the duties of the crew members are transported onboard on each flight; (b) 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; (c) and the current Aircraft Flight Manual (AFM) is carried onboard the aircraft, unless the CCAA has formally recognised that the operations manual contains the pertinent information for the aircraft	Incomplete parts of the operations manual pertaining to flight operations on board	SANA-A04-01	Indicate what information is missing
A04	C	3	§3.13 of Order N°606/MINT	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (a) the current parts of the operations manual that are relevant to the duties of the crew members are transported onboard on each flight; (b) 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; (c) and the current Aircraft Flight Manual (AFM) is carried onboard the aircraft, unless the CCAA has formally	No operations manual (parts pertaining to flight operations) or Flight manual onboard	SANA-A04-02	Indicate the particulars of the situation observed



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				recognised that the operations manual contains the pertinent information for the aircraft			
A04	C	2	§4.2.10.4 of Order N°606/MINT	The Operator shall lay down rules regarding flight time, flight duty and sufficient rest time limitations for all crew members. These rules shall be written in the operations manual in accordance with the regulation	No rules on flight time, flight duty and rest time limitations in the operations manual	SANA-A04-03	
A04	C	2	§4.2.2.1 of Order N°606/MINT	...The OM shall be modified or revised as necessary, so as to be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties.	Operations manual not up to date	SANA-A04-04	Indicate the particulars of the situation observed
A04	C	2	§4.2.2.1 of Order N°606/MINT	The operator shall establish an Operations Manual (OM) as guidance for their personnel....	Operations manual not issued by the current operator	SANA-A04-05	Indicate the particulars of the situation observed
A04	C	2	§6.1.3.3 of Order N°606/MINT	The design of the operations manual shall observe human factors principles.	Operations manual published in a language not understood by a member of the flight crew	SANA-A04-06	Indicate the particulars of the situation observed
A04	C	3	§3.13 of Order N°606/MINT	The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (a) the current parts of the operations manual that are relevant to the duties of the crew members are transported onboard on each flight; (b) 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; (c) and the current Aircraft Flight Manual (AFM) is carried onboard the aircraft, unless the CCAA has formally recognised that the operations manual contains the pertinent information for the aircraft	No or incomplete performance and limitations data on board	SANA-A04-07	Indicate what performance or limitations data is missing



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A04	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	No information and instructions in operations manual on the actions to be taken in the event of an emergency (DG on board)	SANA-A04-08	Indicate the particulars of the situation observed
A04	C	3	§6.1.3.3 of Order N°606/MINT	The design of the operations manual shall observe human factors principles.	Operations manual published in a language not understood by any of the flight crew members	SANA-A04-09	Indicate the particulars of the situation observed
A04	C	2	§3.1 of Instruction N°453/CCAA/DNA/SDNA/ETA	3.1.1 The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (a) compare actual consumption with planned consumption; (b) check that the usable remaining fuel is sufficient to complete the flight; and (c) determine the expected usable fuel remaining on arrival at the destination aerodrome. 3.1.2 The relevant fuel data shall be recorded.	No procedures ensuring that in-flight fuel checks/fuel management are performed	SANA-A04-10	Indicate the particulars of the situation observed
A04	C	2	§9.3.1 of Order N°606	The Operator shall establish and maintain current a training programme for ground and air OPS, approved by the CCAA, which ensures that each flight crew member receives a training enabling them to carry out their assigned tasks.	Flight crew not familiar with approved company procedures and manuals	SANA-A04-11	Indicate the particulars of the situation observed



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A05	Checklists	<p>Check if checklists are available and easily accessible.</p> <p><i>Note: 90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than 90 days after this publication, only a CAT G remark should be raised.</i></p> <p><i>Note: If the checklists are not updated, it should be indicated which procedure is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i></p> <p><i>Note: Most modern aircraft have some checklists held electronically, e.g., the Airbus ECAM system. This should not constitute a finding provided that the crew can demonstrate access to such checklists, and they are correctly documented in the operations manual.</i></p> <p>Check if the operations manual contains the required checklists. Compare the version in operations manual with the ones available to the crew.</p> <p>Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations.</p> <p><i>Note: Normal, non-normal and emergency checklists are sometimes combined in a "Quick Reference Handbook". Nevertheless, inspectors may find separate checklists for each phase of the flight, which is fully compliant.</i></p> <p>Check if the checklists are identical for all members of the flight crew.</p> <p><i>Note: If checklists with a different number of revision/different dates are present, check if the content is identical.</i></p> <p><i>Note: On some ex-Soviet built aircraft only the flight engineer has a checklist. The pilot and co-pilot may be working from a memorised checklist only.</i></p>

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A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating	Checklists do not conform with the	SANA-A05-01	Indicate what details do not conform



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				manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	checklist details in the operations manual		
A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	No checklist details in the operations manual	SANA-A05-02	
A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Normal, abnormal and emergency checklists not readily accessible to all relevant flight crew members	SANA-A05-03	Indicate the particulars of the situation observed
A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Checklists not covering all flight phases	SANA-A05-04	Indicate the flight phases are not covered
A05	C	3	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Different versions of checklists used by captain and co-pilot	SANA-A05-05	Indicate the particulars of the situation observed



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A05	C	3	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	No normal and emergency checklists available	SANA-A05-06	
A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Checklists not matching the current aircraft configuration	SANA-A05-07	Indicate the particulars of the situation observed
A05	C	1	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Checklists revision number/reference missing, but content in accordance with operations manual	SANA-A05-08	
A05	C	2	§4.2.5 of Order N°606/MINT	4.2.5.1 The checklists referred to in §6.1.3 shall be used by the flight crew before, during and after all flight phases and in emergency conditions, in order to follow the operational procedures in the flight crew operating manual, flight manual or any other document associated to the airworthiness certificate as well as the operations manual 4.2.5.2 The design and usage of checklists shall observe human factor principles.	Checklists do not take into account latest relevant documentation from the aircraft manufacturer	SANA-A05-09	Indicate what documentation is not taken into account



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A06	Radio navigation / instrument charts	<p>Check if the required departure, en-route, approach and aerodrome charts are available, within reach, up-to-date to the latest AIRAC amendments (including those for the alternate aerodromes).</p> <p><i>Note: One or two amendments missing in the chart library could still be acceptable provided the charts to cover the route flown, or about to be flown, including associated diversions, are up to date to the latest AIRAC amendments.</i></p> <p><i>Note: If other charts are not updated, but the required ones are, this does not constitute a finding. Such a case should be reported though as a General Remark.</i></p> <p><i>Note: In case a portable EFB that shall be stowed during critical phases of flight is the only means on-board to obtain the aeronautical charts:</i></p> <ul style="list-style-type: none"> - if the operations manual contains procedures defined in order to achieve an equivalent level of safety (e.g. specific briefing, short critical phases...), only a CAT G remark should be raised; and - if there are no such procedures in the operations manual, a CAT 3 finding "SANA-A06-06 Required instrument charts not on-board or not available during critical flight phases" should be raised. <p>Check the validity of the FMS/GPS database; in case of expiration, check the MEL.</p> <p><i>Note: If a flight is performed during an AIRAC cycle change with the previous version of the FMS database, the crew should be aware of the situation and should have applied procedures as defined in MEL or operations manual (e.g. identification of updated navigation points and manual modification of these points). In case the crew is not aware of this situation or didn't apply such procedures, one of the following CAT 3 findings should be raised, depending on the situation:</i></p> <ul style="list-style-type: none"> - SANA-A06-01 "Navigation database out of date, within dispatch limits but not recognised as such (prescribed operational procedures not applied)"; or - SANA-A06-02 "Navigation database out of date (outside dispatch limits/conditions)".

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A06	C	3	§7.5.2 of Order N°606/MINT	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database out of date, within dispatch limits, but not recognised as such (prescribed	SANA-A06-01	Indicate the expiration date of the database



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					operational procedures not applied)		
A06	C	3	§7.5.2 of Order N°606/MINT	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database out of date (outside dispatch limits/conditions)	SANA-A06-02	Indicate the expiration date of the database
A06	C	3	§7.5.2 of Order N°606/MINT	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	Navigation database with incorrect routes/procedures/ waypoints/ reporting points pertaining to the performed/intended flight	SANA-A06-03	Indicate the incorrect information
A06	C	2	§3.14.1 of Order N°606/MINT	The Operator shall ensure that in addition to the documents and manuals required in §3.12 and §3.13, the following information and forms, relating to the operation type and route, shall be carried on each flight: j) current and suitable charts and forms, and associated documents;	Required en-route charts out of date (navigation database up to date)	SANA-A06-04	Indicate: - what charts are not up to date - the date/number of revision of the inspected charts - the date/number of revision of the current applicable charts
A06	C	3	§3.14.1 of Order N°606/MINT	The Operator shall ensure that in addition to the documents and manuals required in §3.12 and §3.13, the following information and forms, relating to the operation type and route, shall be carried on each flight: j) current and suitable charts and forms, and associated documents;	Required en-route charts and navigation database out of date	SANA-A06-05	Indicate: - what charts are not up to date - the expiration date of the database
			§7.5.2 of Order N°606/MINT	The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.			
A06	C	3	§3.14.1 of Order N°606/MINT	The Operator shall ensure that in addition to the documents and manuals required in §3.12 and §3.13, the	Required instrument charts not on board, or not	SANA-A06-06	Indicate what charts are missing



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				following information and forms, relating to the operation type and route, shall be carried on each flight: j) current and suitable charts and forms, and associated documents;	available during critical phases of the flight		
A06	C	3	§3.14.1 of Order N°606/MINT	The Operator shall ensure that in addition to the documents and manuals required in §3.12 and §3.13, the following information and forms, relating to the operation type and route, shall be carried on each flight: j) current and suitable charts and forms, and associated documents;	Required instrument charts (except en-route) out of date	SANA-A06-07	Indicate: - what charts are not up to date - the date/number of revision of the inspected charts - the date/number of revision of the current applicable charts
A06	C	2	§3.14.1 of Order N°606/MINT	The Operator shall ensure that in addition to the documents and manuals required in §3.12 and §3.13, the following information and forms, relating to the operation type and route, shall be carried on each flight: j) current and suitable charts and forms, and associated documents;	Several sets of required instrument charts available in the flight deck, of which one (not in use) is out of date	SANA-A06-08	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



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A07	Minimum Equipment List	<p>Check if the MEL is available.</p> <p><i>Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.</i></p> <p>Check if the MEL is not less restrictive than the latest applicable MMEL.</p> <p><i>Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.</i></p> <p><i>Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.</i></p> <p>Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures.</p> <p>Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material ("ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.") but should mention the actual required number, or the actions to maintain an acceptable level of safety should equipment become unserviceable.</p> <p><i>Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.</i></p> <p>Check if the deferred defects (if any) are in accordance with the MEL instructions.</p> <p><i>Note: §3.11 of Order N°606/MINT does require that the MEL is approved by the CCAA. However, it does not require that proof of such approval be contained in the MEL itself or has to be carried on board. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.</i></p>



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A07	C	2	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	MEL does not reflect aircraft configuration or the operations specifications	SANA-A07-01	Indicate the particulars of the situation observed
A07	C	2	§7.2.2.1 (b)(c) of DSA.AOC.MAN.001	In the application for the approval of a MEL, the operator's MEL should: (b) define operational procedures necessary to maintain the required level of safety and to deal with inoperative equipment; and (c) define maintenance procedures necessary to maintain the required level of safety and procedures necessary to secure any inoperative equipment	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	SANA-A07-02	Indicate the particulars of the situation observed
A07	C	3	§7.2.2.1 (b)(c) of DSA.AOC.MAN.001	In the application for the approval of a MEL, the operator's MEL should: (b) define operational procedures necessary to maintain the required level of safety and to deal with inoperative equipment; and (c) define maintenance procedures necessary to maintain the required level of safety and procedures necessary to secure any inoperative equipment	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	SANA-A07-03	Indicate the particulars of the situation observed
A07	C	3	§7.2.2.2 of DSA.AOC.MAN.001	An MEL is developed with procedures to allow the continued operation of an aircraft with specific items of equipment inoperative under certain circumstances. It is based mainly on the MMEL established for the aircraft type. Equipment allowed to be inoperative for flight in the MEL cannot be less restrictive than those established in the MMEL for the aircraft type	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	SANA-A07-04	Indicate the particulars of the situation observed
A07	C	2	§7.2.2.2 of DSA.AOC.MAN.001	An MEL is developed with procedures to allow the continued operation of an aircraft with specific items of equipment inoperative under certain circumstances. It is based mainly on the MMEL established for the aircraft type. Equipment allowed to be inoperative for flight in	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	SANA-A07-05	Indicate the particulars of the situation observed



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				the MEL cannot be less restrictive than those established in the MMEL for the aircraft type			
A07	C	2	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	MEL not available (no deferred defects)	SANA-A07-06	
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A07	C	2	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	Some MEL items not fully customised (but no defects affecting those items)	SANA-A07-07	Indicate the particulars of the situation observed
A07	C	2	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	MMEL instead of MEL	SANA-A07-08	
A07	C	3	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	Some MEL items not fully customised (with defects affecting those items)	SANA-A07-09	Indicate the particulars of the situation observed
A07	C	3	§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.	MEL not available (with deferred defects)	SANA-A07-10	
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			



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A08	Certificate of registration	<p>Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew".</p> <p>Check if its format and content are in accordance with the requirements and whether translated into the English language.</p> <p><i>Note: The presence and content of a fireproof identification plate has no safety relevance; any non-compliance should be reported (if at all) as a General remark only.</i></p> <p><i>Note: Although the regulation does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the CCAA. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of a CCAA letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the CCAA issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofR was not found on board during the inspection, the CAT 2 finding reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation).</i></p> <p><i>Note: Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A08	I	G	A7-8.1	<p>The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1.</p> <p><i>Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.</i></p>	CofR format not in accordance with Annex 7	SANA-A08-01	



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A08	I	1	A7-8.2	When certificates of registration are issued in a language other than English, they shall include an English translation.	No English translation of the CofR	SANA-A08-02	
A08	I	G	A7-9	9.1 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. 9.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:	No fireproof identification plate or mismatch of data on CofR and identification plate	SANA-A08-03	Indicate the particulars of the situation observed
A08	C	2	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: a) the original certificate of registration;	No valid CofR or cannot be shown by crew	SANA-A08-04	
A08	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: a) the original certificate of registration;	A valid CofR was issued but the original was not carried on board	SANA-A08-05	



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A09	Noise certificate (where applicable)	<p>Check for presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the C of R) of the document attesting noise certification, as original or copy, and whether translated in English language (where a translation has been provided by the authority responsible for issuing the noise certificate).</p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A09	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (c) the original noise certificate (if applicable);	Noise certificate (original or copy) inaccurate, not on board or cannot be produced by the crew	SANA-A09-01	
			Order N°1540/MINT Art. 3(1)	To be operated in the territory of the Republic of Cameroon, all aircraft shall have a noise certificate issued or validated by the State of Registry of the aircraft, attesting its conformity with standards of its category at least equal to those contained in the latest edition of Volume I of Annex 16 to the Chicago Convention.			
			Order N°1540/MINT Art. 6(1)	A certificate is issued if the conformity of the aircraft to the certificated type is satisfactorily demonstrated to the competent services			
A09	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (c) the original noise certificate (if applicable);	No English translation of the noise certificate	SANA-A09-02	



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A10	AOC or equivalent	<p>Check for presence and accuracy (including the operations specifications).</p> <p>Check if format (layout and content) of AOC and the operations specifications is in compliance with Cameroonian requirements (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: The regulation requires that the operations specifications are issued in accordance with Order N°606, which specifically mentions dangerous goods approval. In case nothing is mentioned, no finding should be raised for this reason only, and the operator should be considered to be not approved. In the case the operator was actually or intending to transport DG without a valid authorisation as per operations specifications, a CAT 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").</i></p> <p>Check if the aircraft operation (inbound and outbound) is in compliance with the operations specifications (limitations, special authorisations: Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, ETOPS, dangerous goods, and others required for the particular type of operation).</p> <p><i>Note: §6.1.1.2 of Order N°606/MINT requires to carry a <u>certified true</u> copy (certified by an "appropriate authority") of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the AOC and/or operations specifications were not found on board during the inspection, the CAT 3 finding reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual (RIM) content on the assessment of findings on certificates and licenses prior to categorisation).</i></p>



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A10	C	3		A certified operator shall comply with the scope and privileges defined in the operations specifications attached to the operator's certificate.	Commercial Air Transport operations not in accordance with the operations specifications	SANA-A10-01	Please provide additional information (specific type of operation)
A10	C	3	Law N°2013/010 Art. 58 (1)	No aircraft shall operate in Cameroon without current airworthiness and operations documents required by the regulations in force	Commercial Air Transport operations without a valid AOC	SANA-A10-06	
A10	C	1	§6.1.1.2 of Order N°606/MINT	Aeroplanes shall carry a certified true copy of the AOC and its operations specifications	A valid AOC (either original or certified true copy) and/or operations specifications for the flights performed was/were issued but not carried on board at the time of the inspection	SANA-A10-08	Indicate the particulars of the situation observed



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A11	Radio licence	<p>Check for presence and accuracy.</p> <p>Check for the correct name/callsign.</p> <p><i>Note: Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/callsign, "the general characteristics of the installation" into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore, no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.</i></p> <p><i>Note: Although §3.12.1 of Order N°606 does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p><i>Note: Certain Radio Licences contain expiration date. If a Radio Licence is found to be expired, this should be recorded as a General Remark only.</i></p>



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A11	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (e) the radio station license;	Incorrect information on the Radio Station Licence	SANA-A11-01	Indicate what is incorrect
A11	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (e) the radio station license;	A valid Radio Station Licence was issued but not carried on board at the time of the inspection	SANA-A11-02	
A11	C	2	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (e) the radio station license;	No valid Radio Station Licence issued	SANA-A11-03	
A11	C	G	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (e) the radio station license;	Radio Station Licence on board expired	SANA-A11-04	



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A12	Certificate of airworthiness	<p>Check for presence, accuracy and validity. If no Certificate of Airworthiness (CofA) is carried on board, apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if its content is in compliance with the requirement (including English translation if written in another language).</p> <p><i>Note: In the case where an aircraft is identified without an original and valid CofA, then this is considered a CAT 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of Registry that the aircraft has a valid CofA.</i></p> <p><i>Note: EASA States issue Certificates of Airworthiness which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.</i></p> <p><i>Note: Although §3.12.1 of Order N°606/MINT does not specifically allow carrying other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i></p> <p><i>Note: Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i></p> <p><i>Note: If the CofA was not found on board during the inspection, the CAT 3 PDF reflecting this shall be used. However, if during the follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual content on the assessment of findings on certificates and licenses prior to categorisation).</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A12	C	G			Format of CofA not in accordance with Appendix 1 of Order N°221A/MINT	SANA-A12-01	Indicate the particulars of the situation observed



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A12	C	2	Order N°221A/MINT, §4.3.4	Airworthiness certificates issued by the CCAA are established in French and English	No English translation of the CofA	SANA-A12-02	
A12	C	3	§4.9.2 of Order N°221A/MINT	The airworthiness certificate is issued by the CCAA upon satisfactory demonstration of the conformity of the aircraft to the applicable airworthiness regulations	CofA not issued (and/ or airworthiness review certificate if applicable) by the State of Registry	SANA-A12-03	Indicate the particulars of the situation observed
A12	C	1	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (b) the airworthiness certificate;	A valid CofA was issued but not carried on board at the time of the inspection	SANA-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	SANA-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	C	3	§3.12.1 of Order N°606/MINT	The operator shall ensure that the following documents are carried onboard during each flight: (b) the airworthiness certificate;	No valid CofA issued or CofA invalid/expired	SANA-A12-06	



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A13	Flight preparation	<p>Check for presence and accuracy of Operational Flight Plan. Compare with the relevant instructions the operations manual.</p> <p><i>Note: there is no requirement to sign the OFP; it is only required that forms are completed and but not necessarily signed. Inspectors should focus on the objectives of the requirement; instead of looking for signatures and completed documents, the content should whenever possible be verified.</i></p> <p>Check for proper filing system (retaining of all relevant flight preparation documents).</p> <p>Check for proper performance and fuel calculation.</p> <p><i>Note: In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.</i></p> <p>Check that the fuel consumption monitoring of the incoming flight was performed <u>in accordance with the approved procedures</u>. In case no procedures have been established, a finding should be raised under A04.</p> <p>Check if the operator has selected appropriate alternate aerodromes (if required).</p> <p>Check RFFS requirements in OM.</p> <p>Check whether appropriate meteorological information are carried on board (including for alternate aerodromes).</p> <p><i>Note: Availability of meteorological information through ACARS should be considered compliant provided that relevant procedures in the operations manual are available.</i></p> <p>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 and maintained during the transfer of fuel.</p> <p><i>Note: refuelling is the process that starts with the actual flow of fuel from truck/platform into the aircraft</i> <i>Note: qualified personnel could be consisting of flight crew, ground crew or technical staff</i></p> <p>Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima.</p>



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		<p>Check whether the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes) are carried on board. <i>Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i></p> <p>In case of ground icing conditions, check if the proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft.</p> <p>Check for the presence and accuracy of the ATS flight plan.</p> <p><i>Note: Alternate airports do not always need to be mentioned on the ATS flight plan, e.g. flight allowed without an alternate.</i> <i>Note: Depending on the type of operations/airborne equipment, Item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.</i></p>

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A13	C	1	§4.3.3.1 of Order N°606/MINT	An operational flight plan shall be completed for each intended flight. This flight plan is approved and signed by the pilot in command and countersigned by the flight dispatcher, and a copy is submitted to the operator or designated agent; if it can be handed, it is deposited at the airport administration or a suitable location at the departure airport.	No copy of the operational flight plan retained on the ground	SANA-A13-01	
			§4.3.2 of Order N°606/MINT	The operator shall store the flight preparation documents for 6 months			
A13	C	2	§4.3.6.1 of Order N°606/MINT	A flight can only be commenced if, considering the meteorological conditions and delays foreseen for the flight, the aircraft carries a sufficient quantity of fuel and lubricants to fly safely. In addition, it shall carry a supplementary reserve for unforeseen purposes.	Fuel calculation not in accordance with requirements, but total fuel on board at or above minimum requirements	SANA-A13-02	



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A13	C	2	§4.4.7 of Order N°606/MINT	In-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.	ATS Flight plan incorrect	SANA-A13-03	Indicate why the ATC flight plan is incorrect
A13	C	1	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: (d) the ATS flight plan data;	ATS flight plan not carried on board	SANA-A13-04	
A13	C	2	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: (g) the standards relating to the operational planning of flights were applied	Content and use of the Operational Flight plan not in accordance with the operations manual	SANA-A13-05	Indicate the particulars of the situation observed
			§4.3.3.2 of Order N°606/MINT	The operational flight plan and its use should be described in the operations manual.			
A13	C	3	§4.3.6.1 of Order N°606/MINT	A flight can only be commenced if, considering the meteorological conditions and delays foreseen for the flight, the aircraft carries a sufficient quantity of fuel and lubricants to fly safely. In addition, it shall carry a supplementary reserve for unforeseen purposes.	Fuel on board less than minimum requirements	SANA-A13-06	Indicate the particulars of the situation observed
A13	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: (g) the standards relating to the operational planning of flights were applied	Appropriate departure, destination or alternate airports NOTAMs not carried on board	SANA-A13-07	Indicate the particulars of the situation observed
A13	C	3	§4.3.5.3 of Order N°606/MINT	A flight that will fly into expected or actual icing conditions shall be commenced only if the aircraft is certified and equipped to cope with such conditions.	Flight operated in known icing conditions without suitable certification and/or equipment	SANA-A13-08	
A13	C	3	§4.3.5.4 of Order N°606/MINT	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	SANA-A13-09	



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				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	C	2	§4.3.3.1 of Order N°606/MINT	1. An operational flight plan shall be completed for each intended flight. This flight plan is approved and signed by the pilot in command and countersigned by the flight dispatcher, and a copy is submitted to the operator or designated agent; if it can be handed, it is deposited at the airport administration or a suitable location at the departure airport.	Incorrect Operational Flight Plan	SANA-A13-10	Indicate why the OFP is incorrect
			§11.6.1 of Order N°606/MINT	2. The Operator shall ensure that the operational flight plan used and the entries made during flight should contain the following items: 3. 1. aircraft registration; 4. 2. aircraft type and variant; 5. 3. date of flight; 6. 4. flight identification; 7. 5. names of flight crew members; 8. 6. duty assignment of flight crew members; 9. 7. place of departure; 10. 8. time of departure (actual off-block time, take-off time); 11. 9. place of arrival (planned and actual); 12. 10. time of arrival (actual landing and on-block time); 13. 11. type of operation (ETOPS, VFR, ferry flight, etc.); 14. 12. route and route segments with checkpoints/waypoints, distances, time and tracks;			



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				15. 13. planned cruising speed and flying times between checkpoints/waypoints (estimated and actual times overhead); 16. 14. safe altitudes and minimum levels; 17. 15. planned altitudes and flight levels; 16. fuel calculations (records of in-flight fuel checks); (17) fuel on board when starting engines; (18) alternate(s) for destination and, where applicable, take-off and en-route, including information required in (12) to (15); (19) initial ATS flight plan clearance and subsequent reclearance; (20) in-flight replanning calculations; and (21) relevant meteorological information.			
A13	C	3	§4.3.3.1 of Order N°606/MINT	18. An operational flight plan shall be completed for each intended flight. This flight plan is approved and signed by the pilot in command and countersigned by the flight dispatcher, and a copy is submitted to the operator or designated agent; if it can be handed, it is deposited at the airport administration or a suitable location at the departure airport.	No Operational Flight Plan	SANA-A13-11	
			§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: 19. (a) the operational flight plan;			
A13	C	3	§4.3.4.1 of Order N°606/MINT	4.3.4.1.1 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	Less than required or unsuitable alternate(s) airports selected	SANA-A13-12	Indicate the selected aerodrome(s) and why they are unsuitable



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				<p>4.3.4.1.2 The distance between the departure aerodrome and the alternate aerodrome is no more than:</p> <p>a) for two-engined aeroplanes, 1 hour flying time at an OEI cruising speed</p> <p>b) for three-engine or more aeroplanes, 2 hours flying time at the OEI cruising speed.</p> <p>4.3.4.1.3 For an aerodrome chosen as alternate departure aerodrome, the information available shall suggest that at the foreseen time of usage, the conditions shall be at least equal to the operational aerodrome minima applicable to the flight</p>			
A13	C	3	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: (f) appropriate meteorological information;	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	SANA-A13-13	Indicate the particulars of the situation observed
A13	C	3	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: (f) appropriate meteorological information;	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	SANA-A13-14	Indicate the particulars of the situation observed
A13	C	3	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: (f) appropriate meteorological information;	Performance and/or fuel calculation not available or	SANA-A13-15	Indicate the particulars of the situation observed



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			§4.3.6.1 of Order N°606/MINT	A flight can only be commenced if, considering the meteorological conditions and delays foreseen for the flight, the aircraft carries a sufficient quantity of fuel and lubricants to fly safely. In addition, it shall carry a supplementary reserve for unforeseen purposes.	significantly incorrect for the flight		
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe			



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				altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
A13	C	3	§4.3.4.2 of Order N°606/MINT	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	SANA-A13-16	Indicate what en-route alternate(s) was not available
A13	C	3	§4.3.4.2 of Order N°606/MINT	1. The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.	ETOPS en-route alternate aerodrome below planning minima	SANA-A13-17	
A13	C	3	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight:	Actual weather and weather forecast not on board	SANA-A13-18	
			2. (f) appropriate meteorological information;				
			§4.3.3.1 of Order N°606/MINT	An operational flight plan shall be completed for each intended flight. This flight plan is approved and signed by the pilot in command and countersigned by the flight dispatcher, and a copy is submitted to the operator or designated agent; if it can be handed, it is deposited at the airport administration or a suitable location at the departure airport.			
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily			



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				d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
A13	C	3	§4.3.4.2 of Order N°606/MINT	The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.	Weather on required en-route alternate(s) below ETOPS minima	SANA-A13-19	Indicate the particulars of the situation observed
A13	C	2	§4.3.4.2 of Order N°606/MINT	The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.	Required alternate airport(s) considered in OFP but not specified in the ATS flight plan	SANA-A13-20	Indicate the particulars of the situation observed
			§4.3.4.1 of Order N°606/MINT	4.3.4.1.1 Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator			



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				<p>shall select another adequate take-off alternate aerodrome</p> <p>4.3.4.1.2 The distance between the departure aerodrome and the alternate aerodrome is no more than:</p> <p>c) for two-engined aeroplanes, 1 hour flying time at an OEI cruising speed</p> <p>d) for three-engine or more aeroplanes, 2 hours flying time at the OEI cruising speed.</p> <p>4.3.4.1.3 For an aerodrome chosen as alternate departure aerodrome, the information available shall suggest that at the foreseen time of usage, the conditions shall be at least equal to the operational aerodrome minima applicable to the flight</p>			
A13	C	2	§3.1 of Instruction N°453/CCAA/DNA/SDNA/ETA	<p>3.1.1 The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to:</p> <p>(a) compare actual consumption with planned consumption;</p> <p>(b) check that the usable remaining fuel is sufficient to complete the flight; and</p> <p>(c) determine the expected usable fuel remaining on arrival at the destination aerodrome.</p> <p>3.1.2 The relevant fuel data shall be recorded.</p>	Fuel consumption monitoring not recorded or not performed in accordance with the procedures	SANA-A13-21	Indicate the applicable reference in the operations manual and the deviation from the established procedure
A13	C	3	§4.3.5.4 of Order N°606/MINT	<p>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.</p> <p>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</p>	No intentions to request appropriate de-icing treatment	SANA-A13-22	Indicate the particulars of the situation observed



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				aircraft, except as permitted under (a) and in accordance with the AFM.			
A13	C	3	§4.3.7.1 of Order N°606/MINT	An aircraft shall be refuelled/defuelled with when passengers are embarking, on board or disembarking if and only if: a) qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available b) the crew, passengers and personnel are informed of an imminent refuelling; c) the seatbelt sign is off; d) the No Smoking sign is on as well as cabin lighting to ease emergency exit identification e) the passengers are told to loosen their seatbelts, not smoke and not occupy the aisles; f) any presence of fuel vapour in the cabin during refuelling or any condition susceptible of creating danger shall lead to an immediate abortion of the fuel transfer process g) the ground perimeter, located below the emergency exits and slides deployment zones shall remain clear of obstacles	Qualified personnel not at their required positions when refuelling with passengers on board	SANA-A13-23	Indicate the particulars of the situation observed
A13	C	3	§4.3.7.2 of Order N°606/MINT	When refuelling with passengers embarking, disembarking or onboard, two-way communication shall be established between ground crew and qualified personnel onboard the aircraft.	No two-way communication established with the ground crew during refuelling with passengers on board	SANA-A13-24	Indicate the particulars of the situation observed
			§4.3.7.1 of Order N°606/MINT	An aircraft shall be refuelled/defuelled with when passengers are embarking, on board or disembarking if and only if: a) qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available			



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				b) the crew, passengers and personnel are informed of an imminent refuelling; c) the seatbelt sign is off; d) the No Smoking sign is on as well as cabin lighting to ease emergency exit identification e) the passengers are told to loosen their seatbelts, not smoke and not occupy the aisles; f) any presence of fuel vapour in the cabin during refuelling or any condition susceptible of creating danger shall lead to an immediate abortion of the fuel transfer process g) the ground perimeter, located below the emergency exits and slides deployment zones shall remain clear of obstacles			



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

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A14	C	2	§5.6.1.1 of Order N°606/MINT	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.	Incorrect mass and/or balance calculations, within a/c limits, and having minor effect on the performance calculations	SANA-A14-01	Provide further information as to why the calculations are incorrect.
			§5.6.6.1 of Order N°606/MINT	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.			



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				The mass and balance documentation shall contain the following information: (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;			
A14	C	3	§5.6.6.1 of Order N°606/MINT	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. The mass and balance documentation shall contain the following information: (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;	Incorrect mass and/or balance calculations, within a/c limits, but significantly affecting the performance calculations	SANA-A14-02	Provide further information as to why the calculations are incorrect.
A14	C	2	§5.6.6.1 of Order N°606/MINT	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. The mass and balance documentation shall contain the following information: (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;	Insufficient data to enable the crew to check the Mass & balance calculations	SANA-A14-03	Provide further information as to what in particular cannot be checked by the crew on the Mass & balance calculations
A14	C	3	§5.6.1.1 of Order N°606/MINT	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.	Mass & balance outside operational limits	SANA-A14-04	Indicate the particulars of the situation observed



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			§5.6.6.1 of Order N°606/MINT	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. The mass and balance documentation shall contain the following information: (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;			
A14	C	2	§5.6.1.1 of Order N°606/MINT	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.	Load sheet does not reflect actual load distribution but within A/C limits	SANA-A14-05	Indicate the particulars of the situation observed
A14	C	3	§5.6.1.1 of Order N°606/MINT	(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	SANA-A14-06	
A14	C	3	§3.14.1 of Order N°606/MINT	The operator shall ensure that in addition to the documents and manuals stipulated in §3.12 and §3.13, the following information are carried onboard during each flight: (g) mass and balance documentation;	No completed mass and balance sheet on board	SANA-A14-07	
A14	C	1	§5.6.6.1 of Order N°606/MINT	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	SANA-A14-08	
A14	C	1	§5.6.6.1 of Order N°606/MINT	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	PIC did not accept that the load and its distribution are in accordance with the mass and balance documentation	SANA-A14-09	



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				commander shall indicate his/her acceptance by hand signature or equivalent.			
A14	C	3	§5.6.1.1 of Order N°606/MINT	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.	Load sheet does not reflect actual load distribution with major impact on trim setting	SANA-A14-10	
			§5.6.6.1 of Order N°606/MINT	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.			



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Inspection item	Inspection item title	Inspecting Instructions
A15	Hand fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>Check if the installed extinguisher(s) (including the extinguishing agent release mechanism) is serviceable (check pressure gauge (if installed), check expiration date (if any)). If considerably low weight, consider unserviceable.</p> <p><i>Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) provisions. If the latter MEL actions have not been applied, a finding should be raised using the "detection/reporting/assessment of significant technical defect" procedure (see the ramp inspection manual (RIM) content on the categorisation of findings).</i></p> <p><i>Note: The regulation does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G remark.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A15	C	2	§6.2.7 of Order N°606/MINT	<p>An aeroplane can only be operated if it is equipped with hand fire extinguishers distributed in the flight crew compartment, passenger cabin, and as applicable, cargo compartment and galleys in accordance with the following requirements:</p> <p>(a) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p>	HFE not at indicated location	SANA-A15-01	Provide further information as to where the HFE was found and where it is its indicated location



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				<p>(b) At least one extinguisher containing Halon 1211 or an equivalent extinguishing agent shall be placed in the flight crew compartment in a suitable place for usage by the flight crew</p> <p>(c) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment</p> <p>(d) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with the Table below, conveniently located to provide adequate availability for use in each passenger compartment</p>			
A15	C	3	§6.2.7 of Order N°606/MINT	An aeroplane can only be operated if it is equipped with hand fire extinguishers distributed in the flight crew compartment, passenger cabin, and as applicable, cargo compartment and galleys in accordance with the following requirements...	HFE not accessible	SANA-A15-02	



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Inspection item	Inspection item title	Inspecting Instructions
A16	Life jackets / flotation device	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: §6.5.2 of Order N°606/MINT does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: §6.5.2 of Order N°606/MINT requires the carriage of life jackets/flotation devices only for over-water flights at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching, as well as for seaplanes operated over water. If such conditions are not fulfilled, then findings should not be raised for this inspection item.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable this should be reported as a CAT G remark.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A16	C	2	§6.5. of Order N°606/MINT	<p>The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p> <p>(c) Seaplanes operated over water shall be equipped with:</p> <p>(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and</p> <p>(2) equipment for making the sound signals as prescribed in the</p>	Life jackets/flotation devices not easily accessible when required for the type of flight	SANA-A16-01	Provide further clarification as to why the required life jackets / flotation devices are not easily accessible



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
				<p>International Regulations for Preventing Collisions at Sea, where applicable</p> <p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life-raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and (4) at least two survival ELTs (ELT(S)).</p>			
A16	C	3	§6.5. of Order N°606/MINT	<p>The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(d) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p>	Insufficient number of life jackets/flotation devices available and required for the type of flight	SANA-A16-02	Indicate the particulars of the situation observed



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



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A17	C	2	§6.2.2 of Order N°606/MINT	An operator shall operate an aeroplane only if it is equipped with: (d) 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 on each flight crew seat and on any seat alongside a pilot's seat;	Pilot harness does not incorporate an automatic restraining device	SANA-A17-01	
A17	C	3	§6.2.2 of Order N°606/MINT	An operator shall operate an aeroplane only if it is equipped with: (d) 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 on each flight crew seat and on any seat alongside a pilot's seat;	No or unserviceable safety harness for each flight crew seat (outside dispatch limits/conditions)	SANA-A17-03	



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A18	Oxygen equipment	<p>Check for presence, access and condition.</p> <p>Check if the oxygen masks allow for a quick donning (rapid fitment).</p> <p>Check oxygen cylinder pressure. In case of low pressure, check the minimum required according to the operations manual. Flight Crew can be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity.</p> <p><i>Note: The regulation does not require oxygen masks or oxygen bottles to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the oxygen masks. An oxygen mask or bottle without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i></p> <p><i>Note: All pressurised aeroplanes and unpressurised aeroplanes with an MCTOM of more than 5700Kg or having an MOPSC of more than 19 seats shall be equipped with an PBE for each flight crew member, which includes protection of the eyes. Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the PBE unserviceable.</i></p> <p><i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows.</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>378</td> <td>378</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	Absolute pressure				Metres	Feet	hPa/	mBar	mm Hg	PSI	700	700	525.043178	10.152642	3 000	10 000	620	620	465.038243	8.99234	4 000	13 000	378	378	282.023193	5.453419	7 600	25 000
Absolute pressure				Metres	Feet																									
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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A18	C	3	§4.3.8 of Order N°606	§4.3.8.2 Non-pressurised aeroplanes	Oxygen equipment not readily	SANA-A18-01	Provide further information as



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				<p>1) Flight crew: For all flights at or above FL100, each flight crew member shall have an inhalation system and a sufficient amount of oxygen to supply it:</p> <p>a) during the flight above FL100 but less than or equal to FL130 minus 30 minutes;</p> <p>b) for the total duration of the flight above FL130</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>b) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.2 Pressurised aeroplanes</p> <p>3) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>4) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>c) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p>	accessible and required for the type of flight		to why the required oxygen equipment is not readily accessible



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				This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.			
A18	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <ol style="list-style-type: none"> 1) Flight crew: For all flights at or above FL100, each flight crew member shall have an inhalation system and a sufficient amount of oxygen to supply it: <ol style="list-style-type: none"> c) during the flight above FL100 but less than or equal to FL130 minus 30 minutes; d) for the total duration of the flight above FL130 2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply: <ol style="list-style-type: none"> d) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes; e) the cabin crew and all passengers during the entirety of the flight above FL130 <p>§4.3.8.2 Pressurised aeroplanes</p> <ol style="list-style-type: none"> 3) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110... 4) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply: <ol style="list-style-type: none"> b) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation; 	Insufficient number of serviceable quick donning masks available	SANA-A18-02	Indicate the particulars of the situation observed



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				<p>f) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p>			
A18	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>1) Flight crew: For all flights at or above FL100, each flight crew member shall have an inhalation system and a sufficient amount of oxygen to supply it:</p> <p>e) during the flight above FL100 but less than or equal to FL130 minus 30 minutes;</p> <p>f) for the total duration of the flight above FL130</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>g) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>h) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.2 Pressurised aeroplanes</p> <p>3) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p>	Unserviceable oxygen system	SANA-A18-04	Indicate the particulars of the situation observed



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				<p>4) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>c) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>i) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p>			
A18	C	3	§4.3.8.5 of Order N°606	<p>§4.3.8.5.2 Pressurised aeroplanes</p> <p>The operator shall install onboard pressurised aeroplanes, protective breathing equipment to protect flight and cabin crew members required by the operations manual to ensure safety and rescue functions</p>	Protective breathing equipment not available or U/S	SANA-A18-05	Indicate the particulars of the situation observed



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Inspection item	Inspection item title	Inspecting Instructions
A19	Independent portable light	<p>Check that appropriate portable lights are readily available at all crew member stations.</p> <p>Check their condition, serviceability and access. Please note that all flights, including those departing in daylight, shall meet this requirement.</p> <p><i>Note: If the proper functioning of the portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i></p> <p><i>Note: If only personal portable lights are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as a CAT G remark.</i></p>

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A19	C	1	§6.10(f) of Order N°606	Unless exempted by the CCAA, all aeroplane operating at night must be equipped with: f) an electric torch at each crew member station	Serviceable Independent portable lights available for both pilots, but not for other required crew member	SANA-A19-01	Indicate the particulars of the situation observed
A19	C	3	§6.10(f) of Order N°606	Unless exempted by the CCAA, all aeroplane operating at night must be equipped with: f) an electric torch at each crew member station	Independent portable lights not readily accessible to crew members when seated at their designated stations	SANA-A19-02	Indicate the particulars of the situation observed
A19	C	3	§6.10(f) of Order N°606	Unless exempted by the CCAA, all aeroplane operating at night must be equipped with: f) an electric torch at each crew member station	Insufficient number of independent serviceable portable lights for each required crew member	SANA-A19-03	Indicate the particulars of the situation observed



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A20	Flight crew licence / composition	<p>Check for presence and validity of crew licences and appropriate ratings. If the licence of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in the ramp inspection manual (RIM) on the assessment of findings on certificates and licenses prior to categorisation.</p> <p><i>Note: Many licences do not contain a picture of the holder. Instead, the holders are required to carry a document containing a photo for the purposes of identification. If the holder is unable to produce such a document (in original) apply the procedure described in the ramp inspection manual (RIM) on the assessment of findings on certificates and licenses prior to categorisation.</i></p> <p>Check for presence and validity of the Medical Certificate and, if appropriate, for the privileges exercised. If the Medical Certificate of flight crew member is not carried on board at the time of the inspection, apply the procedure described in ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation.</p> <p>Check if form and content (including English translation) is in compliance with the regulation or with ICAO Annex 1 (for validated licences).</p> <p>Check if the flight crew members are meeting the age requirements (60 years for single-pilot operations, 65 years for multi-pilot operations provided that s/he is the only flight crew member over 60). In case of licences issued by an authority other than the CCAA, check the validation of the licence.</p> <p>Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses).</p> <p>Check for endorsement of language proficiency (LP) in the licence. <i>Note: The explicit mentioning of the LP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.</i></p> <p><i>Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a finding. Such finding should be raised only by inspectors possessing an adequate English knowledge (e.g. native speakers, holders of a valid language proficiency certificate).</i></p> <p><i>Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc. .</i></p> <p><i>Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in this cases a finding should not be raised.</i></p> <p>Note: If the licence of a flight crew member was not found on board during the inspection, the CAT 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the CAT 1 finding "Flight crew holding appropriate</p>



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		<p><i>Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the CAT 3 finding "Flight crew without appropriate licence" requiring corrective actions before the flight is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence).</i></p> <p>Check if the crew composition meets the minimum crew requirements (available in the AFM).</p> <p>When circumstances dictate (e.g. aircraft undergoes significant delay), check whether the crew members are in compliance with the flight and duty time rules contained within the operations manual.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A20	C	1	Appendix Order N°609/MINT	The flight crew licence issued by the CCAA shall conform to the following content. (I) Republic of Cameroon; (II) Pilot Licence; (III) Licence Number (IV) Last and first name of holder; (IVa) date and place of birth; (V) Holder's address; (VI) Nationality of holder; (VII) Signature of holder; (VIII) Issuing Authority; (IX) Validity (X) Signature of issuing Authority and date (XI) Stamp of Issuing authority (XII) Ratings to be revalidated (XIII) Remarks	Form and/or content not in compliance with the applicable requirements (licence, medical certificate)	SANA-A20-01	Indicate what document (licence, medical certificate)
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 crew member holds a valid R/T licence/rating	SANA-A20-02	
A20	C	2	§3.1.2 of Instruction	The language proficiency certificate is valid for: (1) 3 years, if the level demonstrated is level 4; or	Language proficiency endorsement expired	SANA-A20-04	Indicate expiry date, the



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			N°110 of 23 March 2010	(2) 6 years, if the level demonstrated is level 5, or (3) unlimited if the level demonstrated is level 6.			assignment of the involved pilot (captain, copilot) and / or ELP level, if available
A20	C	3	§1.2.9.1 of Order N°609/MINT	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 demonstrated a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight.	Language proficiency endorsement missing or lower than the required operational level (Level 4)	SANA-A20-05	Indicate the assignment of the involved pilot (captain, copilot) and / or ELP level, if available, the licence issuing State and the validation State (for licences issued by a foreign State)
A20	C	2	§1.2.9.1 of Order N°609/MINT	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 demonstrated a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight.	Pilot(s) having obvious difficulty speaking in English, despite holding a valid ELP endorsement	SANA-A20-06	Indicate the elements substantiating this assessment, as well as licence issuer and number
A20	C	2	§2.5.1(b) of Order N°1304/MINT	The medical certificate shall contain the following information: (b) Class	No mention of ICAO medical class	SANA-A20-09	
A20	C	2	§3.12.2 of Order N°606/MINT	All flight crew members shall, on each flight, hold a valid licence, with the appropriate ratings for the flight as well as their professional card	Licence not validated by the CCAA (however licence and rating(s) valid and appropriate) whereby aircraft registered in Cameroon	SANA-A20-10	



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A20	C	2	§4.3.2(b) of Order N°1304/MINT	(b) In addition, a spare set of appropriate correcting spectacles shall be readily available for immediate use when exercising the privileges of the applicable licence(s).	Spare correcting spectacles not available (for multi-pilot operations)	SANA-A20-11	Indicate the particulars of the situation observed
A20	C	3	§3.12.2 of Order N°606/MINT	All flight crew members shall, on each flight, hold a valid licence, with the appropriate ratings for the flight as well as their professional card	Flight crew member without appropriate licence/rating	SANA-A20-12	
A20	C	3	§2.6.1 of Order N°1304/MINT	<p>§2.6.1.2 The validity of a medical certificate is:</p> <ul style="list-style-type: none"> - 24 months for a student pilot licence; - 24 months for a PPL – aeroplanes, airships, helicopters and powered-lift aircraft; - 12 months for a CPL – aeroplanes, airships, helicopters and powered-lift aircraft; - 12 months for a MCPL – aeroplane; - 12 months for an ATPL – aeroplanes, airships, helicopters and powered-lift aircraft; - 24 months for a sailplane pilot licence; - 24 months for a balloon pilot licence; - 12 months for a navigator licence; - 12 months for a flight engineer licence; - 24 months for an ATC licence. <p>§2.6.1.3 If the licence holder of an ATPL, CPL, or MCPL, carrying out commercial operations is above 40 years, the validity specified in §2.6.1.2 is reduced to 06 months.</p> <p>§2.6.1.4 When the holder is above 40 years, the specified validity is reduced from 24 months to 12 months for PPL – aeroplane and helicopter, sailplane pilot licence, balloon pilot licence, and ATC licence.</p>	Medical certificate invalid for the privileges being exercised	SANA-A20-13	
A20	C	3	§4.3.2 of Order N°1304/MINT	<p>...If satisfactory visual function is achieved only with the use of contact lenses, the candidate is declared apt if and only if:</p> <ul style="list-style-type: none"> a) they put on the correcting lenses when exercising the privileges of the applicable licence or the qualification held; 	No correcting lenses available and/or used when required	SANA-A20-14	Indicate the particulars of the situation observed



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				<p>b) in addition, a pair of appropriate correcting spectacles shall be readily available for immediate use when exercising the privileges of the applicable licence.</p> <p>§4.3.2.1 The applicant may use contact lenses to satisfy this condition if and only if:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated;</p> <p>c) a pair of appropriate correcting spectacles shall be readily available for immediate use when exercising the privileges of the applicable licence.</p> <p>§4.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses</p>			
A20	C	3	§2.1.10.1 of Order N°609/MINT	<p>Curtailment of privileges of licence holders aged 60 years or more and restriction of privileges of pilots aged 65 years or more</p> <p>2.1.10.1 The holder of a pilot licence who has attained the age of 60 years, or 65 years in the case of multi-pilot flights where the other pilot is less than 60 years, shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.</p>	Pilots aged 60 or more, engaged in single-pilot commercial air transport	SANA-A20-15	
A20	C	3	§2.1.10.2 of Order N°609/MINT	The holder of a pilot licence shall not act as a co-pilot of an aircraft engaged in commercial air transport if they have attained the age of 65 years.	Pilot aged 65 or more, engaged in commercial air transport as co-pilot	SANA-A20-16	
A20	C	3	§4.3.2(b) of Order N°1304/MINT	b) in addition, a pair of appropriate correcting spectacles shall be readily available for immediate use when exercising the privileges of the applicable licence.	Spare correcting spectacles not available (for single pilot operations)	SANA-A20-17	
A20	C	1	§3.12.2 of Order N°606/MINT	§3.12.2 All flight crew members shall, on each flight, hold a valid licence, with the appropriate ratings for the flight as well as their professional card	A valid and appropriate Flight crew licence and/or Medical certificate was issued but not carried on board at the time of the inspection.	SANA-A20-18	
			§2.2.1.1 of Order N°1304/MINT	The holder of a FCL, ATC licence or CCL shall exercise the privileges of their licences only if their medical certificate is valid and appropriate for the applicable licence.			



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A20	C	3	§9.1 of Order N°606/MINT	9.1.1 The flight crew members shall not be less than the number and composition prescribed in the operations manual... 9.1.2 The number of pilots shall not be less than two in commercial air transport of passengers in IFR conditions, unless otherwise specified in §9.6.	Insufficient number of flight crew members	SANA-A20-19	Describe the observed situation vs. the requirements in the operations manual
A20	C	3	§4.2.10.4 of Order N°606/MINT Order N°727/MINT	The operator shall lay down rules limiting the flight and duty times, including sufficient rest periods for all crew members. These rules shall be in accordance with the applicable requirements and shall be in the operations manual;	Flight Crew member not in compliance with the flight and duty time rules	SANA-A20-20	Describe the observed situation vs. the requirements in the operations manual
A20	C	1	§1.2.3.1 of Order N°609/MINT	A pilot licence issued in compliance with the requirements of Annex1 to the Chicago Convention by another State may be validated by CCAA.	Format and/or content of validated licence not meeting ICAO Annex 1 requirements	SANA-A20-21	



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A21	Journey logbook, or equivalent	<p>Check for presence.</p> <p><i>Note: In some cases, the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in §11.5 of Order N°606/MINT.</i></p> <p>Check if content of Journey log/General Declaration complies with the requirement and if properly filled in.</p> <p>Check, when EFBs are used to display aircraft conditions (e.g.: TLB or Journey logbook), if the data are up-to-date and synchronised correctly according to operator procedures.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A21	C	1	§11.5.1 of Order N°606/MINT	The Operator shall, for each flight, retain the following information in the form of a journey logbook or equivalent: I. Nationality and registration marks; II. Date III. Crew member names IV. Crew member roles V. Departure point VI. Destination VII. Departure time (block) VIII. Arrival time (block) IX. Flight hours; X. Type of flight (private, aerial work, schedule flights, etc.) XI. Incidents and observations (if applicable); XII. Pilot in command signature	Inconsistent data entered into the Journey log or equivalent	SANA-A21-01	Indicate the particulars of the situation observed
			§3.12.1(g) of Order N°606/MINT	The Operator shall ensure that the following documents are carried on each flight: (g) the journey log;			



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A21	C	2	§11.5.1 of Order N°606/MINT	The Operator shall, for each flight, retain the following information in the form of a journey logbook or equivalent: I. Nationality and registration marks; II. Date III. Crew member names IV. Crew member roles V. Departure point VI. Destination VII. Departure time (block) VIII. Arrival time (block) IX. Flight hours; X. Type of flight (private, aerial work, schedule flights, etc.) XI. Incidents and observations (if applicable); XII. Pilot in command signature	Flight details not recorded in a journey log or equivalent	SANA-A21-02	Indicate the particulars of the situation observed
			§3.12.1(g) of Order N°606/MINT	The Operator shall ensure that the following documents are carried on each flight: (g) the journey log;			
A21	C	2	§3.12.1(g) of Order N°606/MINT	The Operator shall ensure that the following documents are carried on each flight: (g) the journey log;	Journey log or equivalent not on board	SANA-A21-03	
A21	C	2	§11.5.1 of Order N°606/MINT	The Operator shall, for each flight, retain the following information in the form of a journey logbook or equivalent: I. Nationality and registration marks; II. Date III. Crew member names IV. Crew member roles V. Departure point VI. Destination VII. Departure time (block) VIII. Arrival time (block) IX. Flight hours; X. Type of flight (private, aerial work, schedule flights, etc.)	Flight details not updated on the EFB	SANA-A21-04	



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				XI. Incidents and observations (if applicable); XII. Pilot in command signature			
			§3.12.1(g) of Order N°606/MINT	The Operator shall ensure that the following documents are carried on each flight: (g) the journey log;			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
A22	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily	Maintenance Statement showing overdue maintenance	SANA-A22-02	
A22	C	2	§5.6.1 of Order N°729/MINT	A certificate of release to service shall be issued by appropriately authorised certifying staff when it has been verified that all maintenance ordered on the aircraft or aircraft part has been properly carried out by the organisation in accordance with the maintenance procedures manual.	Certificate of release to service with incorrect or incomplete traceability data	SANA-A22-03	



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A23	Defect notification and rectification	<p>Check for any deferred defects (specify in the report where necessary).</p> <p>Check that defects have been properly reported and assessed. Check if the associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references.</p> <p><i>Note: A reference to the applicable manufacturer's standard should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24CAT 2 & CAT G procedure.</i></p> <p>When defect deferrals include time limits check that the open deferred defects remain within those stated. Where applicable, check compliance with the aircraft MEL.</p> <p>Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL.</p> <p><i>Note: There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.</i></p> <p>Check, when EFBs are used to display aircraft conditions (e.g.: TLB or Journey logbook), if the data are up-to-date and synchronize correctly according to operator procedures.</p>

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A23	C	1	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, 	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	SANA-A23-01	Indicate the particulars of the situation observed



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				f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and d) any necessary guidance instructions on maintenance support arrangements			
			§4.5 of Order N°606/MINT	4.5.1 The commander shall 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; The commander is also responsible for the operation and safety of the aeroplane 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			



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				<p>engine(s) used as primary propulsion unit(s) is(are) shut down;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	1	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <p>a) the aeroplane is airworthy,</p> <p>b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight,</p> <p>c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily,</p> <p>d) the mass and balance of the aeroplane allow for a safe flight,</p>	Item closed but not reported as such in the deferred defect list / hold item list	SANA-A23-02	Indicate the particulars of the situation observed



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				e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and d) any necessary guidance instructions on maintenance support arrangements			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	2	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy,	Maintenance action not properly reported	SANA-A23-03	Indicate the particulars of the



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				b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			situation observed
			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and			



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				d) any necessary guidance instructions on maintenance support arrangements			
A23	C	2	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, <p>that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>	Deferred defect closed after the deadline and aircraft in operation during that period	SANA-A23-04	Indicate the particulars of the situation observed
			§8.8.1 of Order N°606/MINT	<p>The operator shall use an aircraft technical log containing the following information for each aircraft:</p> <ul style="list-style-type: none"> a) information about each flight, necessary to ensure continued flight safety, 			



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				b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and any necessary guidance instructions on maintenance support arrangements			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	2	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard,	Known defect not reported/assessed	SANA-A23-05	Indicate the particulars of the situation observed



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				j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and d) any necessary guidance instructions on maintenance support arrangements			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	2	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight,	No evidence of identification nor monitoring of significant defect	SANA-A23-06	Indicate the nature and extent of the defect



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				c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and any necessary guidance instructions on maintenance support arrangements			
			§4.5 of Order N°606/MINT	4.5.1 The commander shall 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			



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				<p>the flight; The commander is also responsible for the operation and safety of the aeroplane 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;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	3	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <p>a) the aeroplane is airworthy,</p> <p>b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight</p>	Deferred defect open while the MEL rectification interval has expired	SANA-A23-07	Indicate the defect and the rectification deadline



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				<p>considered and that they are operational and in sufficient number for the flight,</p> <p>c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily,</p> <p>d) the mass and balance of the aeroplane allow for a safe flight,</p> <p>e) that all cargo transported is properly distributed and stowed,</p> <p>f) that a verification indicating that the limitations can be respected during the flight was carried out,</p> <p>g) that operational flight planning standards were respected,</p> <p>h) that the necessary parts of the OM are available onboard,</p> <p>i) that the complementary information and documents which have to be onboard are carried onboard,</p> <p>j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations,</p> <p>k) that the required ground installations and services for the flight are available and appropriate,</p> <p>l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>			
			§8.8.1 of Order N°606/MINT	<p>The operator shall use an aircraft technical log containing the following information for each aircraft:</p> <p>a) information about each flight, necessary to ensure continued flight safety,</p> <p>b) the current aircraft certificate of release to service,</p> <p>c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and</p> <p>d) any necessary guidance instructions on maintenance support arrangements</p>			



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			§4.5 of Order N°606/MINT	<p>4.5.1 The commander shall 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; The commander is also responsible for the operation and safety of the aeroplane 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;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			



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A23	C	3	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight. 	Technical logbook entry not understood by the flight crew members	SANA-A23-08	Indicate the particulars of the situation observed
			§8.8.1 of Order N°606/MINT	<p>The operator shall use an aircraft technical log containing the following information for each aircraft:</p> <ul style="list-style-type: none"> a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, 			



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				<p>c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and</p> <p>d) any necessary guidance instructions on maintenance support arrangements</p>			
			§4.5 of Order N°606/MINT	<p>4.5.1 The commander shall 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; The commander is also responsible for the operation and safety of the aeroplane 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;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			



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			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	2	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight. 	Incorrect rectification interval applied (but still within the prescribed MEL interval)	SANA-A23-09	Indicate the particulars of the situation observed



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			§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and d) any necessary guidance instructions on maintenance support arrangements			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			
			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	3	§5.4.1 of Order N°221/MINT	The maintenance of aircraft shall be done in accordance with manufacturer documents approved by the State of Design	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	SANA-A23-10	
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed,			



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				f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
A23	C	3	§6.3 of Order N°221/MINT	Personnel authorised to approve the release to service of an aircraft or aircraft part From January 1 st , 2015, none shall approve the release to service of an aircraft or aircraft part unless they are an aircraft maintenance technician authorised by the CCAA or a quality system approved by the former.	Maintenance action not performed by appropriately qualified personnel	SANA-A23-11	
A23	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily,	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL	SANA-A23-12	Indicate the particulars of the situation observed
			§6.3 of Order N°221/MINT	Personnel authorised to approve the release to service of an aircraft or aircraft part			



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				From January 1 st , 2015, none shall approve the release to service of an aircraft or aircraft part unless they are an aircraft maintenance technician authorised by the CCAA or a quality system approved by the former.			
			§4.5 of Order N°606/MINT	<p>4.5.1 The commander shall 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; The commander is also responsible for the operation and safety of the aeroplane 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;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			
			§3.11 of Order N°606/MINT	The Operator shall establish for each aircraft a Minimum Equipment List (MEL), approved by the CCAA. It shall be based on the corresponding Master Minimum Equipment List (MMEL) if it exists, accepted by the CCAA.			



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			§6.1.2.2 of Order N°606/MINT	The MEL shall enable the pilot in command to determine if a flight can be commenced or continued from a transit stop in the case where an instrument, equipment or circuit is inoperative			
A23	C	3	§6.5.1 of Order N°221/MINT	No one shall carry out maintenance on an aircraft unless they have at their disposal: (1) updated manufacturer manuals, (2) airworthiness data for the aircraft, (3) CCAA requirements for maintenance, (4) tools, equipment and other test devices necessary for the proper execution of the tasks in accordance with accepted industry practices	Maintenance personnel working on the aircraft without using appropriate tooling	SANA-A23-13	
A23	C	3	§8.1 of Order N°606/MINT	8.1.1 Whilst respecting procedures acceptable for the CCAA, the operator shall ensure that: a) each aeroplane they operate is maintained in an airworthy condition, b) operational and emergency equipment necessary for an envisaged flight, are in a good working condition, c) the airworthiness certificate of all aircraft they operate remains valid. 8.1.2 The aeroplane shall not be operated unless it is released to service by qualified persons or organisations, after maintenance, either by an approved organisation or an equivalent system acceptable to the CCAA.	Maintenance action entered in ATLB, although not performed.	SANA-A23-14	Indicate the details of the situation observed
A23	C	2	§8.8.1 of Order N°606/MINT	The operator shall use an aircraft technical log containing the following information for each aircraft: a) information about each flight, necessary to ensure continued flight safety, b) the current aircraft certificate of release to service, c) all outstanding deferred defects rectifications that affect the operation of the aircraft, and d) any necessary guidance instructions on maintenance support arrangements	Technical logbook not updated on the EFB	SANA-A23-15	



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			§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, <p>that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>			



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

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A24	C	1	§8.1 of Order N°606/MINT	<p>8.1.1 Whilst respecting procedures acceptable for the CCAA, the operator shall ensure that:</p> <ul style="list-style-type: none"> a) each aeroplane they operate is maintained in an airworthy condition, b) operational and emergency equipment necessary for an envisaged flight, are in a good working condition, c) the airworthiness certificate of all aircraft they operate remains valid. <p>8.1.2 The aeroplane shall not be operated unless it is released to service by qualified persons or organisations, after maintenance, either by an approved organisation or an equivalent system acceptable to the CCAA.</p>	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy	SANA-A24-01	
			§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, 			



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				<ul style="list-style-type: none"> h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight. 			
A24	C	2	§8.1 of Order N°606/MINT	8.1.1 Whilst respecting procedures acceptable for the CCAA, the operator shall ensure that: <ul style="list-style-type: none"> a) each aeroplane they operate is maintained in an airworthy condition, b) operational and emergency equipment necessary for an envisaged flight, are in a good working condition, c) the airworthiness certificate of all aircraft they operate remains valid. 8.1.2 The aeroplane shall not be operated unless it is released to service by qualified persons or organisations, after maintenance, either by an approved organisation or an equivalent system acceptable to the CCAA.	Pilot in command certified that he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed	SANA-A24-02	
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, 			



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				<ul style="list-style-type: none"> f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, k) that the required ground installations and services for the flight are available and appropriate, l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight. 			
A24	C	2	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight, c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily, d) the mass and balance of the aeroplane allow for a safe flight, e) that all cargo transported is properly distributed and stowed, f) that a verification indicating that the limitations can be respected during the flight was carried out, g) that operational flight planning standards were respected, h) that the necessary parts of the OM are available onboard, i) that the complementary information and documents which have to be onboard are carried onboard, j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations, 	Pre-flight inspection performed but without identifying significant defects	SANA-A24-03	Indicate the defect unnoticed



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				k) that the required ground installations and services for the flight are available and appropriate, that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
A24	C	3	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <p>a) the aeroplane is airworthy,</p> <p>b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight,</p> <p>c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily,</p> <p>d) the mass and balance of the aeroplane allow for a safe flight,</p> <p>e) that all cargo transported is properly distributed and stowed,</p> <p>f) that a verification indicating that the limitations can be respected during the flight was carried out,</p> <p>g) that operational flight planning standards were respected,</p> <p>h) that the necessary parts of the OM are available onboard,</p> <p>i) that the complementary information and documents which have to be onboard are carried onboard,</p> <p>j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations,</p> <p>k) that the required ground installations and services for the flight are available and appropriate, that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>	Pre-flight inspection not performed	SANA-A24-04	
			§4.5 of Order N°606/MINT	4.5.1 The commander shall 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			



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				<p>commander leaves the aircraft at the end of the flight; The commander is also responsible for the operation and safety of the aeroplane 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;</p> <p>4.5.2 The commander shall ensure that checklists are rigorously respected,</p> <p>4.5.3 The commander shall have the responsibility to inform the closest competent services, and via the fastest means available, any accident involving the aircraft which includes serious injury or death, or serious damage to the aircraft or other property.</p> <p>4.5.4 The commander shall have the responsibility to inform the operator at the end of each flight of any defect noticed or suspect on the aircraft.</p> <p>4.5.5 The commander shall have the responsibility to keep the journey logbook or general declaration up to date with the necessary information</p>			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B01	C	2	§6.1.1.1 of Order N°606/MINT	In addition to the minimum equipment for the issuance of an airworthiness certificate, the instruments and documents prescribed in the paragraphs below shall be installed or transported, as necessary, onboard aeroplanes, according to the aeroplane operated and the flight conditions. The instruments, as well as their installation, shall be approved by the CCAA or the State of Registry	Equipment installations obviously not in compliance with airworthiness and operations regulations	SANA-B01-01	Indicate the particulars of the situation observed
			§5.5.3 of Order N°221/MINT	After the installation of a replacement part, the aircraft shall remain in conformity to its applicable airworthiness requirements			
B01	C	2	§6.2.16 of Order N°606/MINT	The Operator shall not operate an aeroplane of MCTOM more than 5700kg or with a MOPSC of more than 9 passengers unless the materials used in the compartment interiors during a total or partial replacement, comply with the requirements of FAR/JAR 25.853	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials	SANA-B01-02	Indicate the particulars of the situation observed



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			§6.2.14.1 of Order N°606/MINT	The Operator shall not operate an aeroplane unless the toilet receptacles, destined to receive paper, used tissues or other waste, as well as the pipes leading to them shall be in material compliant with the flammability requirements of the FAR/JAR 25.853 certification specifications.			
B01	C	3	§6.2.14.5 of Order N°606/MINT	Smoking prohibition shall be indicated on each side of the lavatory doors. This indication shall be an inscription in English and French or a pictogram. It shall be clearly visible	Smoke detection system not installed or inoperative (outside dispatch limits/conditions) and lavatory not placarded in compliance with MEL	SANA-B01-03	Indicate the particulars of the situation observed
			§6.2.14.2 of Order N°606/MINT	All passenger aeroplanes of more than 30 seats shall be equipped in each lavatory, of a smoke detector whose alarm is suitably placed such that a crew member can intervene as soon as possible			
B01	C	3	§6.2.14.3 of Order N°606/MINT	All aeroplanes with a maximum operational passenger seating configuration of more than shall be equipped with toilet disposal receptacles with a means to automatically extinguish a fire occurring in each disposal receptacle.	Disposal receptacles not equipped with a serviceable built-in fire extinguisher system	SANA-B01-04	Indicate the particulars of the situation observed
B01	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Crew carry-on baggage not adequately and securely stowed during flight	SANA-B01-05	Indicate the particulars of the situation observed
			§4.5.1 of Order N°606/MINT	The pilot in command is responsible for the safety of all the crew members, passengers and cargo onboard when the doors are closed.			
B01	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Loose or heavy objects in the cabin/galleys	SANA-B01-06	Indicate the particulars of the situation observed



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			§4.5.1 of Order N°606/MINT	The pilot in command is responsible for the safety of all the crew members, passengers and cargo onboard when the doors are closed.			
B01	C	3	§4.8.2 of Order N°606/MINT	During the take-off and landing, on aeroplanes of MOPSC of 20 or more, all luggage of more than 5kg shall be placed in an approved luggage compartment, or under seat such that it cannot slide in case of a forced landing but in any case, not obstructing the usage of life jackets.	Cabin equipment not properly secured	SANA-B01-07	Indicate the particulars of the situation observed
B01	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Stowage of luggage or loose articles in the toilets	SANA-B01-08	Indicate the particulars of the situation observed
			§4.5.1 of Order N°606/MINT	The pilot in command is responsible for the safety of all the crew members, passengers and cargo onboard when the doors are closed.			
B01	C	3	§6.2.14.2 of Order N°606/MINT	All passenger aeroplanes of more than 30 seats shall be equipped in each lavatory, of a smoke detector whose alarm is suitably placed such that a crew member can intervene as soon as possible	Lavatory smoke detection system obstructed	SANA-B01-09	Indicate the particulars of the situation observed
B01	M	3			Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	SANA-B01-10	Indicate the particulars of the situation observed
B01	M	2			Galley or trolley (when used) waste receptacle access door cover inoperative	SANA-B01-11	Indicate the particulars of the situation observed
B01	M	1			Damaged wall panels	SANA-B01-12	Indicate the particulars of the situation observed



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B01	M	3	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	For new models of carts identified and manufactured after 4 November 2005: The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.	Unserviceable brakes of service cart(s)	SANA-B01-13	Indicate the particulars of the situation observed
B01	M	3			Covers damaged/missing exposing sharp edges and/or cables and wires	SANA-B01-14	Indicate the particulars of the situation observed
B01	M	3			Lavatory waste receptacle access door cover inoperative	SANA-B01-16	Indicate the particulars of the situation observed
B01	I	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-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	SANA-B01-17	Indicate the particulars of the situation observed



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

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B02	C	1	§6.2.2(e) of Order N°606/MINT	Aeroplanes shall be equipped with: (e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.	Strap or buckle worn or damaged	SANA-B02-01	Indicate the particulars of the situation observed
B02	C	2	§6.2.2(e) of Order N°606/MINT	Aeroplanes shall be equipped with: (e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.	Cabin crew seat(s) for the minimum required cabin crew not equipped with upper torso restraint system (only seat belt)	SANA-B02-02	Indicate the particulars of the situation observed



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B02	C	2	§6.5. of Order N°606/MINT	<p>The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(f) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p> <p>(g) Seaplanes operated over water shall be equipped with:</p> <p>(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and (2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable</p> <p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p>	Cabin crew life jackets (when required) not easily accessible	SANA-B02-03	



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				(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)).			
B02	C	3	§6.2.2(e) of Order N°606/MINT	Aeroplanes shall be equipped with: (e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.	Cabin crew seat(s) unserviceable (outside dispatch limits/conditions)	SANA-B02-04	Indicate the particulars of the situation observed
B02	C	3	§6.2.2(e) of Order N°606/MINT	Aeroplanes shall be equipped with: (e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.	Cabin crew upper torso restraint system/seat belt not available or unserviceable on required cabin crew seats (outside dispatch limits/conditions)	SANA-B02-05	Indicate the particulars of the situation observed
B02	C	3	§6.2.2(e)(f) of Order N°606/MINT	Aeroplanes shall be equipped with: (e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members. (f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum	Cabin crew seats not correctly located	SANA-B02-06	Indicate the particulars of the situation observed



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				angle of 15° relative to the longitudinal axis of the aeroplane.			
B02	M	3		Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in a Member State on 1 April 1995. Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.	Communication equipment unserviceable (outside dispatch limits/conditions)	SANA-B02-07	Indicate the particulars of the situation observed
	C	3	§6.2.12 of Order N°606/MINT	Aeroplanes of MOPSC of more 60 shall be equipped with battery powered portable megaphones easily accessible for use by crew members during evacuation and whose number is: a) for each passenger compartment: 61 to 99 pax: 1 megaphone 100 and more: 2 megaphones b) for aeroplanes with more than one passenger compartment, in any case where the number of passenger seats is more than 60, a megaphone is required	Communication equipment unserviceable (outside dispatch limits/conditions)	SANA-B02-08	Indicate the particulars of the situation observed



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B03	First aid kit / emergency medical kit	<p>Check for presence, accessibility, and identification of medical supplies.</p> <p><i>Note: Order N°606/MINT requires that aeroplanes are equipped with a number of first-aid kits which is proportionate to the number of seats installed according to the table below:</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Number of passenger seats</th> <th style="text-align: center;">N° of first aid kits required</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1 to 50</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">51 to 150</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">151 to 250</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="text-align: center;">More than 250</td> <td style="text-align: center;">4</td> </tr> </tbody> </table> <p><i>Note: An emergency medical kit is only mandatory for aeroplanes with an MOPSC of more than 30 and when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available.</i></p> <p><i>Note: Order N°606/MINT requires first aid kits / emergency medical kits to have a periodical inspection and replenished when the circumstances warrant so. A first aid kit, emergency medical kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.</i></p>	Number of passenger seats	N° of first aid kits required	1 to 50	1	51 to 150	2	151 to 250	3	More than 250	4
Number of passenger seats	N° of first aid kits required											
1 to 50	1											
51 to 150	2											
151 to 250	3											
More than 250	4											

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B03	C	1	§4.2.11.1 of Order N°06/MINT	The operator shall ensure that passengers are informed of the location and the instructions for use of: a) seat belts, b) emergency exits, c) life vest, if applicable, d) oxygen supply, if applicable, e) all other emergency individual equipment onboard, including safety briefing cards destined for passengers	Medical supplies not at the indicated location	SANA-B03-01	
			§4.2.11.2 of Order N°606/MINT	The operator shall inform passengers of the location of collective essential safety equipment onboard and the general usage instructions.			



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B03	C	2	§6.2.6.3(b) of Order N°606/MINT	The operator shall ensure that the emergency medical kits are: - periodically controlled to ensure that their contents are kept in a good condition - refilled in regular intervals by complying to the label prescriptions and each time the circumstances justify it.	Contents of the emergency medical kit past expiration date	SANA-B03-02	Indicate the particulars of the situation observed
B03	C	1	§6.2.5 of Order N°606/MINT	The operator shall not operate an aeroplane unless it is equipped with easily accessible first aid kits, according to the table below:	Contents of the first aid kit past expiration date	SANA-B03-03	Indicate the particulars of the situation observed
B03	C	2	§6.2.5 of Order N°606/MINT	The operator shall not operate an aeroplane unless it is equipped with easily accessible first aid kits, according to the table below:	Medical supplies not identified as such	SANA-B03-04	Indicate the particulars of the situation observed
B03	C	3	§6.2.5 of Order N°606/MINT	1. The operator shall not operate an aeroplane unless it is equipped with easily accessible first aid kits, according to the table below:	Medical supplies not available or not accessible during flight	SANA-B03-05	Indicate the particulars of the situation observed



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B04	Hand fire extinguishers	<p>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</p> <p>Check if the installed extinguisher is correctly secured in its bracket.</p> <p>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</p> <p>Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable.</p> <p>Check the number of serviceable extinguishers against the minimum number required by the regulation, Table 1, or by the applicable MEL whichever is greater.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">MOPSC</th> <th style="text-align: center;">Number of extinguishers</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">7-30</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: center;">31-60</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">61-200</td><td style="text-align: center;">3</td></tr> <tr><td style="text-align: center;">201-300</td><td style="text-align: center;">4</td></tr> <tr><td style="text-align: center;">301-400</td><td style="text-align: center;">5</td></tr> <tr><td style="text-align: center;">401-500</td><td style="text-align: center;">6</td></tr> <tr><td style="text-align: center;">501-600</td><td style="text-align: center;">7</td></tr> <tr><td style="text-align: center;">601 or more</td><td style="text-align: center;">8</td></tr> </tbody> </table> <p><i>Note: Often HFEs in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. If the latter MEL actions have not been applied, a finding should be raised using the "detection / reporting / assessment of significant technical defect" procedure (see the ramp inspection manual (RIM) content on the categorisation of findings). In no case serviceable HFEs should be less than the number required by §6.2.7 of Order N°606/MINT.</i></p> <p><i>Note: The regulation does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i></p>	MOPSC	Number of extinguishers	7-30	1	31-60	2	61-200	3	201-300	4	301-400	5	401-500	6	501-600	7	601 or more	8
MOPSC	Number of extinguishers																			
7-30	1																			
31-60	2																			
61-200	3																			
201-300	4																			
301-400	5																			
401-500	6																			
501-600	7																			
601 or more	8																			



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B04	C	2	§6.2.7 of Order N°606/MINT	<p>The Operator shall not operate an aeroplane unless it is equipped with Hand Fire Extinguishers (HFE), distributed in the flight crew compartment, passenger cabin, and as applicable, cargo compartment and galleys according to the following requirements:</p> <p>a) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this contain Halon 1211 or an equivalent agent</p> <p>c) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>d) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>e) The following number of hand fire extinguishers shall be suitably located in each passenger compartment: When two or more extinguishers are required, they shall be evenly distributed in the passenger compartment.</p> <p>f) at least two extinguishers are required in a passenger compartment whose MOPSC is between 31 and 60 and two extinguishers required in the passenger compartment of an aeroplane whose MOPSC is 61 or more shall contain Halon 1211 or an equivalent extinguishing agent.</p> <p>g) For the implementation of this paragraph, when an aeroplane has a second compartment, this</p>	HFE not at indicated location	SANA-B04-01	



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				compartment shall be considered as an independent aeroplane.			
B04	M	2		All required emergency equipment shall be easily accessible for immediate use	HFE not marked with the appropriate operating instructions	SANA-B04-02	
B04	C	3	§6.2.7 of Order N°606/MINT	<p>The Operator shall not operate an aeroplane unless it is equipped with Hand Fire Extinguishers (HFE), distributed in the flight crew compartment, passenger cabin, and as applicable, cargo compartment and galleys according to the following requirements:</p> <p>a) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this contain Halon 1211 or an equivalent agent.</p> <p>c) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>d) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p> <p>e) The following number of hand fire extinguishers shall be suitably located in each passenger compartment: When two or more extinguishers are required, they shall be evenly distributed in the passenger compartment.</p> <p>f) at least two extinguishers are required in a passenger compartment whose MOPSC is between 31 and 60 and two extinguishers required in the passenger compartment of an aeroplane whose MOPSC is 61 or</p>	Insufficient number of serviceable HFE	SANA-B04-03	Indicate the particulars of the situation observed



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				<p>more shall contain Halon 1211 or an equivalent extinguishing agent.</p> <p>g) For the implementation of this paragraph, when an aeroplane has a second compartment, this compartment shall be considered as an independent aeroplane.</p>			
B04	C	3	§4.5.1 of Order N°606/MINT	The pilot in command is responsible for the safety of all the crew members, passengers and cargo onboard when the doors are closed.	HFE not correctly secured	SANA-B04-04	Indicate the particulars of the situation observed
B04	C	3	§6.2.7 of Order N°606/MINT	<p>The Operator shall not operate an aeroplane unless it is equipped with Hand Fire Extinguishers (HFE), distributed in the flight crew compartment, passenger cabin, and as applicable, cargo compartment and galleys according to the following requirements:</p> <p>a) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this contain Halon 1211 or an equivalent agent.</p> <p>c) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>d) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.</p>	HFE not readily accessible	SANA-B04-05	



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				<p>e) The following number of hand fire extinguishers shall be suitably located in each passenger compartment: When two or more extinguishers are required, they shall be evenly distributed in the passenger compartment.</p> <p>f) at least two extinguishers are required in a passenger compartment whose MOPSC is between 31 and 60 and two extinguishers required in the passenger compartment of an aeroplane whose MOPSC is 61 or more shall contain Halon 1211 or an equivalent extinguishing agent.</p> <p>g) For the implementation of this paragraph, when an aeroplane has a second compartment, this compartment shall be considered as an independent aeroplane.</p>			



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Inspection item	Inspection item title	Inspecting Instructions
B05	Life-jackets / flotation devices	<p>Check for presence, access, sufficient number and serviceability.</p> <p><i>Note: The regulation does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i></p> <p><i>Note: The regulation requires the carriage of life jackets/flotation devices only for over-water flights (see §6.5.2 of Order N°606/MINT references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i></p> <p><i>Note: In the case where spare life jackets have been found to be unserviceable, this should be reported as a CAT G remark.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B05	C	2	§6.5 of Order N°606/MINT	The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board, 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 93 km (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.	Life-jackets / flotation device not easily accessible and required for the type of flight	SANA-B05-01	Indicate the particulars of the situation observed
B05	C	3	§6.5.2.2	The equipment mentioned in 6.5.2.1 above shall include a life vest or an equivalent flotation device for each person onboard, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided	Insufficient number of serviceable Life-jackets / flotation devices	SANA-B05-02	Indicate the particulars of the situation observed



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Inspection item	Inspection 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	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> a) a seat or berth for each person on board who is aged two years or more; b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more; c) a child restraint device (CRD) for each person on board younger than 24 months; d) 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 on each flight crew seat and on any seat alongside a pilot's seat; e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members. f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane. 	No extension belts available on board when necessary	SANA-B06-01	Indicate the particulars of the situation observed



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B06	C	1	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> a) a seat or berth for each person on board who is aged two years or more; b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more; c) a child restraint device (CRD) for each person on board younger than 24 months; d) 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 on each flight crew seat and on any seat alongside a pilot's seat; e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members. f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane. 	Passenger seats in poor condition	SANA-B06-02	Indicate the particulars of the situation observed
B06	C	1	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> a) a seat or berth for each person on board who is aged two years or more; b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more; c) a child restraint device (CRD) for each person on board younger than 24 months; d) a seat belt with upper torso restraint system incorporating a device that will automatically restrain 	Strap or buckle worn out or damaged	SANA-B06-03	Indicate the particulars of the situation observed



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				<p>the occupant's torso in the event of rapid deceleration on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.</p> <p>f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane.</p>			
B06	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <p>a) a seat or berth for each person on board who is aged two years or more;</p> <p>b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more;</p> <p>c) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>d) 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 on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.</p> <p>f) and seats for cabin crew members located near a required floor level emergency exit, except that another location is acceptable if the emergency egress of</p>	No serviceable seat belt available for each passenger on board	SANA-B06-04	Indicate the particulars of the situation observed



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				passengers would be enhanced with that location. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane.			
B06	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <p>a) a seat or berth for each person on board who is aged two years or more;</p> <p>b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more;</p> <p>c) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>d) 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 on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.</p> <p>f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane.</p>	Seat(s) unserviceable and not identified as such (outside dispatch limits/conditions)	SANA-B06-05	Indicate the particulars of the situation observed
B06	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <p>a) a seat or berth for each person on board who is aged two years or more;</p> <p>b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more;</p>	Seat(s)/berth(s) not certified to be installed on board of aircraft	SANA-B06-06	Indicate the particulars of the situation observed



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				<ul style="list-style-type: none"> c) a child restraint device (CRD) for each person on board younger than 24 months; d) 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 on each flight crew seat and on any seat alongside a pilot's seat; e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members. f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane. 			
B06	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> a) a seat or berth for each person on board who is aged two years or more; b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more; c) a child restraint device (CRD) for each person on board younger than 24 months; d) 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 on each flight crew seat and on any seat alongside a pilot's seat; e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. 	Baby berth(s) used without restraining belts	SANA-B06-07	Indicate the particulars of the situation observed



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				<p>However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members.</p> <p>f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane.</p>			



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B07	C	1	§6.2.10.1 of Order N°606/MINT	<p>Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked.</p> <p>Otherwise, and in any case for aeroplanes of MOPSC of 10 or more, emergency exits, and their means of access shall be conspicuously marked with the mention "Emergency Exit" or "Exit"</p> <p>The location of each emergency exit shall be indicated by a sign visible to occupants approaching along the main</p>	Emergency exit sign(s) lens/cover missing or broken	SANA-B07-01	Indicate the particulars of the situation observed



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				passenger aisle (or aisles); in some cases, it can be a marking and a luminescent paint card			
B07	C	2	§6.10(e) of Order N°606/MINT	Aeroplanes operated by night shall be equipped with: (e) an independent portable light for each required crew member	Some of the cabin crew members have no serviceable portable light available/readily accessible	SANA-B07-02	Indicate the particulars of the situation observed
B07	C	3	§6.10(e) of Order N°606/MINT	Aeroplanes operated by night shall be equipped with: (e) an independent portable light for each required crew member	None of the cabin crew members have a serviceable portable light available/readily accessible	SANA-B07-03	Indicate the particulars of the situation observed
B07	C	3	§6.2.10.1 of Order N°606/MINT	Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. Otherwise, and in any case for aeroplanes of MOPSC of 10 or more, emergency exits, and their means of access shall be conspicuously marked with the mention "Emergency Exit" or "Exit" The location of each emergency exit shall be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles); in some cases, it can be a marking and a luminescent paint card	Emergency exit sign(s) out of order (outside dispatch limits/conditions).	SANA-B07-04	Indicate the particulars of the situation observed
B07	M	3		Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and	No means for illuminating the escape paths	SANA-B07-05	Indicate the particulars of the situation observed
B07	M	3		Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.	System for visually indicating the escape path(s) unserviceable (outside dispatch limits/conditions)	SANA-B07-06	Indicate the particulars of the situation observed and the MEL reference



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B07	C	2	§6.2.10.1 of Order N°606/MINT	Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. Otherwise, and in any case for aeroplanes of MOPSC of 10 or more, emergency exits, and their means of access shall be conspicuously marked with the mention "Emergency Exit" or "Exit" The location of each emergency exit shall be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles); in some cases, it can be a marking and a luminescent paint card	Emergency exit(s) not marked with the appropriate operating instructions	SANA-B07-07	Indicate the particulars of the situation observed
B07	C	3	§6.2.10.1 of Order N°606/MINT	Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked. Otherwise, and in any case for aeroplanes of MOPSC of 10 or more, emergency exits, and their means of access shall be conspicuously marked with the mention "Emergency Exit" or "Exit" The location of each emergency exit shall be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles); in some cases, it can be a marking and a luminescent paint card	Emergency exit(s), lighting and marking unserviceable (outside dispatch limits/conditions)	SANA-B07-09	Indicate the particulars of the situation observed
B07	C	3	§6.2.2 of Order N°606/MINT	Aeroplanes shall be equipped with: a) a seat or berth for each person on board who is aged two years or more;	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	SANA-B07-10	Indicate the particulars of the situation observed



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B08	Slides / life-rafts (as required) / ELTs	<p>Check number and serviceability of slides/slide rafts/life rafts.</p> <p><i>Note: Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL.</i></p> <p><i>Note: The regulation requires the carriage of floatation devices only for over-water flights (see see §6.5.3 of Order N°606/MINT references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i></p> <p>Check presence and type of ELT (s) and serviceability. So as to verify that an ELT is broadcasting on 406 MHz, evidence may be found on the ELT itself (if portable), on the Aircraft Radio Station Licence (although there is no requirement for the frequency to be listed there), or in the operations manual (included in the list containing the emergency and survival equipment).</p> <p><i>Note:</i></p> <ol style="list-style-type: none"> (1). Aeroplanes with an individual CofA first issued after 1 July 2008 need to be equipped with at least one automatic ELT; aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of 19 or less need to be equipped with one automatic ELT or one aircraft localisation means (2). Aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either one automatic ELT or two ELTs of any type. (3). Aeroplanes with an individual CofA first issued before 1 July 2008 and with an MOPSC of 19 or less do not need to be equipped with automatic ELT (but need to carry at least one ELT of any type). (4). Aeroplanes with an individual CofA first issued after 1 July 2008 and with an MOPSC of more than 19 need to be equipped with either two ELTs (one of which is automatic) or one ELTs and one aircraft localisation means meeting the requirement. <i>Note: If no evidence could be found as to what frequency the ELT is broadcasting, then this should be reported as a CAT G remark.</i> <p><i>Note: In case any ELT(s) in excess of those required are not capable of simultaneously transmitting on 406 MHz and 121.5 MHz, whereas the required one(s) does, this should be reported as a CAT G remark.</i></p> <p><i>Note: Where reference is made to "aeroplanes first issued with an individual CofA after...", this should be understood as the first certificate of airworthiness delivered to the aircraft after production.</i></p> <p>Check equipment for pyrotechnical distress signals (if required and easily accessible).</p>



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B08	C	2	§6.5.3.1(ii) of Order N°606/MINT	In addition to the equipment listed in 6.5.1 and 6.5.2 as applicable, the equipment below shall be installed onboard alle aeroplanes operated over areas at a distance corresponding to: a) either more than 120 minutes of flight at cruising speed; b) either, if this distance is less, at more than 740km (400NM) from land where an emergency landing could be carried out for aeroplanes with one or two groups of powerplant out of service; c) 30 minutes at cruising speed or 185km (100NM), if this distance is less, in the case of the remaining types of aeroplanes: ii) an equipment to send out pyrotechnical distress signals	No equipment for making the pyrotechnical distress signals when required for flights operated over areas in which search and rescue would be especially difficult	SANA-B08-01	Indicate the particulars of the situation observed
B08	C	3	§6.2.11 of Order N°606/MINT	All aeroplanes shall be equipped with a device to facilitate the descent to the ground of occupants from exits: a) other than those located above the wings and whose edges are no more than 1.82m above the ground, with the landing gears extended; b) located at overwing exits when the aeroplane on the ground with landing gear extended, the flap leading edges in landing or take-off configuration are more than 1.82m from the ground; in the case where the flaps cannot act as a ramp, this requirement applies if the wing is more than 1.82m from the ground.	Insufficient number of serviceable slides/slide rafts	SANA-B08-02	Indicate the particulars of the situation observed
B08	C	3	§6.5.3.1(ii) of Order N°606/MINT	In addition to the equipment listed in 6.5.1 and 6.5.2 as applicable, the equipment below shall be installed onboard alle aeroplanes operated over areas at a distance corresponding to: a) either more than 120 minutes of flight at cruising speed;	Insufficient number of serviceable rafts and required for long-range over water flights	SANA-B08-03	Indicate the particulars of the situation observed



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				<p>b) either, if this distance is less, at more than 740km (400NM) from land where an emergency landing could be carried out for aeroplanes with one or two groups of powerplant out of service;</p> <p>c) 30 minutes at cruising speed or 185km (100NM), if this distance is less, in the case of the remaining types of aeroplanes:</p> <p>i) life rafts in sufficient number to carry everyone onboard. These rafts shall be stowed such that they are easily accessible in an emergency and equipped with a rescue equipment, including survival means appropriate for the circumstances;</p> <p>ii) an equipment to send out pyrotechnical distress signals</p>			
B08	C	3	§6.17 of Order N°606/MINT	<p>6.17.1 Aeroplanes carrying out long range overwater flights as indicated in §6.5.3 shall be equipped with at least two ELTs, one of which shall be automatic</p> <p>6.17.2 Aeroplanes carrying out flights over land as indicated in §6.6 shall be equipped with at least one automatic ELT.</p> <p>6.17.3 Reserved</p> <p>6.17.4 The ELT installed onboard in application of 6.17.1 and 6.17.2 shall function in accordance with the requirements of ICAO Annex 10 Volume II.</p>	Insufficient number of compliant ELTs (outside dispatch limits/conditions)	SANA-B08-04	Indicate the particulars of the situation observed
B08	C	3	§6.17 of Order N°606/MINT	<p>6.17.1 Aeroplanes carrying out long range overwater flights as indicated in §6.5.3 shall be equipped with at least two ELTs, one of which shall be automatic</p> <p>6.17.2 Aeroplanes carrying out flights over land as indicated in §6.6 shall be equipped with at least one automatic ELT.</p> <p>6.17.3 Reserved</p> <p>6.17.4 The ELT installed onboard in application of 6.17.1 and 6.17.2 shall function in accordance with the requirements of ICAO Annex 10 Volume II.</p>	ELT(s) not capable of simultaneously transmitting on 406 MHz and 121.5 MHz	SANA-B08-05	Indicate the particulars of the situation observed



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B08	C	3	§6.17 of Order N°606/MINT	6.17.1 Aeroplanes carrying out long range overwater flights as indicated in §6.5.3 shall be equipped with at least two ELTs, one of which shall be automatic 6.17.2 Aeroplanes carrying out flights over land as indicated in §6.6 shall be equipped with at least one automatic ELT. 6.17.3 Reserved 6.17.4 The ELT installed onboard in application of 6.17.1 and 6.17.2 shall function in accordance with the requirements of ICAO Annex 10 Volume II.	No automatic ELT available when required	SANA-B08-06	
B08	C	3	§6.17 of Order N°606/MINT	6.17.1 Aeroplanes carrying out long range overwater flights as indicated in §6.5.3 shall be equipped with at least two ELTs, one of which shall be automatic 6.17.2 Aeroplanes carrying out flights over land as indicated in §6.6 shall be equipped with at least one automatic ELT. 6.17.3 Reserved 6.17.4 The ELT installed onboard in application of 6.17.1 and 6.17.2 shall function in accordance with the requirements of ICAO Annex 10 Volume II.	Survival equipment/portable ELT not available or not at indicated location	SANA-B08-07	Indicate the particulars of the situation observed



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B09	Oxygen supply (cabin crew and passengers)	<p>Check if the PBE (Personal Breathing Equipment) is available and stored at the required location and adequately marked with its operating instructions.</p> <p>Check protective breathing equipment for serviceability and minimum number (against MEL).</p> <p>Check cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used.</p> <p>Check number / serviceability of oxygen dispensing units or oxygen masks (when possible).</p> <p><i>Note: If the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.</i> <i>Note: Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows.</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">Absolute pressure</th> <th rowspan="2">Metres</th> <th rowspan="2">Feet</th> </tr> <tr> <th>hPa/</th> <th>mBar</th> <th>mm Hg</th> <th>PSI</th> </tr> </thead> <tbody> <tr> <td>700</td> <td>700</td> <td>525.043178</td> <td>10.152642</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620</td> <td>620</td> <td>465.038243</td> <td>8.99234</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376</td> <td>376</td> <td>282.023193</td> <td>5.453419</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	Absolute pressure				Metres	Feet	hPa/	mBar	mm Hg	PSI	700	700	525.043178	10.152642	3 000	10 000	620	620	465.038243	8.99234	4 000	13 000	376	376	282.023193	5.453419	7 600	25 000
Absolute pressure				Metres	Feet																									
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B09	C	2	§4.3.8 of Order N°606	§4.3.8.2 Non-pressurised aeroplanes 2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply: a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes; b) the cabin crew and all passengers during the entirety of the flight above FL130	Protective breathing equipment (PBE) not available or not at the required location	SANA-B09-01	Indicate the particulars of the situation observed



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				<p>§4.3.8.2 Pressurised aeroplanes</p> <p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>d) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>c) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p>			
B09	C	2	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>b) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.2 Pressurised aeroplanes</p>	Oxygen equipment not readily accessible and required for the type of flight	SANA-B09-02	Indicate the particulars of the situation observed



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				<p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>e) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>c) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p>			
			§4.3.1 (b) of Order N°606/MINT	<p>No flight shall be undertaken before the flight preparation documents certifying that the pilot in command has verified that:</p> <p>b) the aircraft is equipped with the instruments and equipment prescribed in chapter 6 for the type of flight considered and that they are operational and sufficient for the flight</p>			
B09	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety</p>	Aeroplane not equipped with an automatic deployable oxygen system and flight planned above FL 300	SANA-B09-03	



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				<p style="text-align: center;">of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p style="text-align: center;">b) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.3 Pressurised aeroplanes</p> <p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p style="margin-left: 20px;">a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p style="margin-left: 20px;">c) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p> <p>Oxygen dispensing units shall be available for immediate use for each occupant from their seat...</p> <p>If the aircraft is operated above FL300, the oxygen dispensing units shall be automatically deployable and done before the altitude pressure attains 4600m (15000ft)</p>			



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B09	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>b) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.3 Pressurised aeroplanes</p> <p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>b) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p>	Insufficient number of required serviceable automatic deployable oxygen dispensing units (outside dispatch limits/conditions)	SANA-B09-04	Indicate the particulars of the situation observed



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				Oxygen dispensing units shall be available for immediate use for each occupant from their seat... If the aircraft is operated above FL300, the oxygen dispensing units shall be automatically deployable and done before the altitude pressure attains 4600m (15000ft)			
B09	M	2		For large aeroplanes (a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation. (e) Approved survival equipment must be marked for identification and method of operation.	Oxygen equipment not adequately marked with its operating instructions	SANA-B09-05	Indicate the particulars of the situation observed
B09	C	3	§4.3.8 of Order N°606	§4.3.8.2 Non-pressurised aeroplanes 1) Flight crew: for all flights above FL100, each flight crew member shall have access to an oxygen dispensing unit and a sufficient quantity of oxygen to supply: a) during the entirety of the flight between FL100 exclusive and FL130 included minus 30 minutes; b) during the entirety of the flight above FL130. 2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply: a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes; b) the cabin crew and all passengers during the entirety of the flight above FL130 §4.3.8.3 Pressurised aeroplanes 1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	SANA-B09-06	Indicate the particulars of the situation observed



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				<p>descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p style="padding-left: 20px;">a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p style="padding-left: 20px;">b) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p> <p>Oxygen dispensing units shall be available for immediate use for each occupant from their seat...</p> <p>If the aircraft is operated above FL300, the oxygen dispensing units shall be automatically deployable and done before the altitude pressure attains 4600m (15000ft)</p>			
B09	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>1) Flight crew: for all flights above FL100, each flight crew member shall have access to an oxygen dispensing unit and a sufficient quantity of oxygen to supply:</p> <p style="padding-left: 20px;">a) during the entirety of the flight between FL100 exclusive and FL130 included minus 30 minutes;</p> <p style="padding-left: 20px;">b) during the entirety of the flight above FL130.</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p>	Insufficient oxygen masks for all cabin crew and 10% of passengers, and required for the type of flight (nonpressurised flight between FL 100 and FL 130, in excess of 30 min)	SANA-B09-07	Indicate the particulars of the situation observed



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				<p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>b) the cabin crew and all passengers during the entirety of the flight above FL130</p>			
B09	C	3	§4.3.8 of Order N°606	<p>§4.3.8.3 Pressurised aeroplanes</p> <p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>b) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p> <p>Oxygen dispensing units shall be available for immediate use for each occupant from their seat...</p>	Automatic oxygen deploying system unserviceable (damaged/taped dropout panels) outside dispatch limits/conditions	SANA-B09-08	Indicate the particulars of the situation observed



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				If the aircraft is operated above FL300, the oxygen dispensing units shall be automatically deployable and done before the altitude pressure attains 4600m (15000ft)			
B09	C	3	§4.3.8 of Order N°606	<p>§4.3.8.2 Non-pressurised aeroplanes</p> <p>1) Flight crew: for all flights above FL100, each flight crew member shall have access to an oxygen dispensing unit and a sufficient quantity of oxygen to supply:</p> <p>a) during the entirety of the flight between FL100 exclusive and FL130 included minus 30 minutes;</p> <p>b) during the entirety of the flight above FL130.</p> <p>2) Persons other than flight crew: for all flights above FL100, the oxygen reserve shall be sufficient to supply:</p> <p>a) all the cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers during all the entirety of the flight above FL100 but less than or equal to FL130, minus 30 minutes;</p> <p>b) the cabin crew and all passengers during the entirety of the flight above FL130</p> <p>§4.3.8.3 Pressurised aeroplanes</p> <p>1) Flight crew: Each flight crew member shall have access to oxygen in the entirety of the flight above 10000ft after the start of a descent provoked by an accidental depressurisation considering a uniform descent and a cruise level of FL110 or the cruise level chosen to continue the flight if it is above FL110...</p> <p>2) Persons other than flight crew: The quantity of oxygen shall be sufficient to supply:</p> <p>a) 100% of occupants other than flight crew during the entirety of the flight above FL140 after an accidental depressurisation;</p> <p>b) The cabin crew members required by the operations manual to provide safety-rescue, and 10% of the passengers other than cabin crew members</p>	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	SANA-B09-09	Indicate the particulars of the situation observed



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				<p>during the entirety of the flight between FL140 inclusive and FL110 inclusive.</p> <p>This quantity shall not, in any case, be less than the quantity necessary to supply the entirety of the occupants other than flight crew members for 10 minutes, considering a uniform descent and a cruise level equal to FL110 or any other flight level chosen when it is above FL110.</p> <p>Oxygen dispensing units shall be available for immediate use for each occupant from their seat...</p> <p>If the aircraft is operated above FL300, the oxygen dispensing units shall be automatically deployable and done before the altitude pressure attains 4600m (15000ft)</p>			
B09	C	3	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <p>e) that all cargo transported is properly distributed and stowed</p>	Oxygen bottles not correctly secured	SANA-B09-10	Indicate the particulars of the situation observed



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B10	Safety instructions	<p><i>Note: Order N°606/MINT requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (oral briefing, video demonstration, or a combination of these methods). In addition, safety briefing cards are to be provided with picture-type instructions.</i></p> <p>Check the safety briefing cards for their accuracy and that sufficient numbers are available.</p> <p>Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated provisions of the MEL.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B10	C	1	§4.2.11.2 of Order N°606/MINT	The Operator shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Insufficient safety briefing cards for all passengers on board	SANA-B10-01	Indicate the particulars of the situation observed
			§4.2.11.2.1 of Order N°606/MINT	The Operator shall ensure that briefings and demonstrations relating to safety are given to passengers before take-off on the following points: f) individual safety briefing cards			
B10	C	1	§4.2.11.2 of Order N°606/MINT	The Operator shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Safety briefing cards in poor condition	SANA-B10-02	Indicate the particulars of the situation observed
			§4.2.11.2.1 of Order N°606/MINT	The Operator shall ensure that briefings and demonstrations relating to safety are given to passengers before take-off on the following points: f) individual safety briefing cards			
B10	C	2	§4.2.11.2 of Order N°606/MINT	The Operator shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Safety briefing cards contain inaccurate information	SANA-B10-03	Indicate the particulars of the situation observed
			§4.2.11.2.1 of Order N°606/MINT	The Operator shall ensure that briefings and demonstrations relating to safety are given to passengers before take-off on the following points:			



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				f) individual safety briefing cards			
B10	C	2	§6.2.3 of Order N°606/MINT	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	SANA-B10-04	Indicate the particulars of the situation observed
B10	C	3	§6.2.3 of Order N°606/MINT	Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.	'Return to Seat' signs in lavatory unserviceable (outside dispatch limits/conditions)	SANA-B10-05	Indicate the particulars of the situation observed
B10	C	3	§4.2.11.2 of Order N°606/MINT	The Operator shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	No safety briefing cards on board	SANA-B10-06	Indicate the particulars of the situation observed
			§4.2.11.2.1 of Order N°606/MINT	The Operator shall ensure that briefings and demonstrations relating to safety are given to passengers before take-off on the following points: f) individual safety briefing cards			
B10	C	3	§4.2.11.2 of Order N°606/MINT	The Operator shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;	Safety briefing cards not for the correct aircraft type and/or configuration	SANA-B10-07	Indicate the particulars of the situation observed
			§4.2.11.2.1 of Order N°606/MINT	The Operator shall ensure that briefings and demonstrations relating to safety are given to passengers before take-off on the following points: f) individual safety briefing cards			



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

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B11	C	2	§12.4.1 of Order N°606/MINT	The Operator shall establish and maintain a CCAA approved training program which must be followed by each person assigned to carry out cabin crew functions before their commencement of duty	Cabin crew member(s) not familiar with the cabin emergency procedures	SANA-B11-01	Indicate the particulars of the situation observed
			§12.4.3 of Order N°606/MINT	<p>Each year, the Cabin Crew members shall follow a training programme approved by the CCAA.</p> <p>The Operator shall ensure via these training programmes that each person:</p> <p>a) has the required competence to perform their assigned safety duties in case of emergency or situations requiring an emergency evacuation.</p> <p>b) be trained to use required emergency and rescue equipment such as life vests, life rafts, slides, emergency exits, HFEs, oxygen equipment, and first aid kits,</p> <p>c) if on duty on aeroplanes operating above 10000ft, know the effects of hypoxia, and in the case of pressurised aeroplanes, the physiological phenomena associated with depressurisation.</p>			



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				<p>d) know the types of accepted dangerous goods, and those forbidden to transport in the passenger compartment and have followed dangerous goods training programme as required by the regulation.</p> <p>e) be well informed on human performance linked to cabin safety duties, including the coordination between flight and cabin crew.</p>			
B11	C	2	§12.4.1 of Order N°606/MINT	The Operator shall establish and maintain a CCAA approved training program which must be followed by each person assigned to carry out cabin crew functions before their commencement of duty	Cabin crew not familiar with the location and/or operation of emergency equipment	SANA-B11-02	Indicate the particulars of the situation observed
			§12.4.3 of Order N°606/MINT	<p>Each year, the Cabin Crew members shall follow a training programme approved by the CCAA.</p> <p>The Operator shall ensure via these training programmes that each person:</p> <p>a) has the required competence to perform their assigned safety duties in case of emergency or situations requiring an emergency evacuation.</p> <p>b) be trained to use required emergency and rescue equipment such as life vests, life rafts, slides, emergency exits, HFEs, oxygen equipment, and first aid kits,</p> <p>c) if on duty on aeroplanes operating above 10000ft, know the effects of hypoxia, and in the case of pressurised aeroplanes, the physiological phenomena associated with depressurisation.</p> <p>d) know the types of accepted dangerous goods, and those forbidden to transport in the passenger compartment and have followed dangerous goods training programme as required by the regulation.</p> <p>e) be well informed on human performance linked to cabin safety duties, including the coordination between flight and cabin crew.</p>			



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B11	C	3	§4.2.10 of Order N°606/MINT	The Operator shall define the rules for the composition of its crew for all operations they are susceptible to carry out and shall describe them in the Operations Manual	Insufficient number of cabin crew members	SANA-B11-03	Indicate the particulars of the situation observed
B11	C	3	§4.2.10.4 of Order N°606/MINT	The Operator shall establish flight and duty time limitations and sufficient rest periods for all crew members. These rules shall be in accordance with the regulation and be laid down in the Operations Manual	Cabin Crew member not in compliance with the flight and duty time rules	SANA-B11-07	Describe the observed situation vs. the requirements in the operations manual



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

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B12	M	3			Floor/carpet in poor condition affecting the rapid evacuation	SANA-B12-01	Indicate the particulars of the situation observed
	C		§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.			



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B12	M	2	CS 23.803 CS 25.803	(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire. (c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.	Damaged wall panel or cabin crew seat lower stowage container access door latches not secure or unserviceable in the vicinity of emergency exit, possibly obstructing the exit	SANA-B12-02	Indicate the particulars of the situation observed
	C		§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.			
B12	I	3	A8-IIIB-8.4(d)	Aeroplanes over 5700 kg for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: d) likely blockages of exits;	Not-recessed tray table latch can be opened in the direction of evacuation (no one-way lock)	SANA-B12-03	Indicate the particulars of the situation observed
	C		§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.			



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B12	I	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Not-recessed tray table latch can be opened in the direction of evacuation (for retrofitted aircraft)	SANA-B12-04	Indicate the particulars of the situation observed and the details on the certification provisions
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by baggage or cargo	SANA-B12-05	Indicate the situation observed
			A8-III B-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; g) number, location and size of exits; h) marking of exits and provision of instructions for use;			



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				i) likely blockages of exits; j) operation of exits; and k) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
	C		§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.			
B12	I	3	A8-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (total rows)	SANA-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-III A-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur	Cabin crew seat does not retract automatically impeding the access to emergency exit	SANA-B12-07	Indicate the particulars of the situation observed



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				following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.			
			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)	SANA-B12-08	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; 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.			



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



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				j) operation of exits; and positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	C	3		The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.	Seats which have a direct access to emergency exits allocated to passengers who might hinder evacuation	SANA-B12-11	Indicate the particulars of the situation observed



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B13	Stowage of passenger's baggage	Check storage of baggage (including heavy and oversized baggage). Check the condition of the overhead bins.

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
B13	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Hard or heavy baggage stored in open hat-racks	SANA-B13-01	Indicate the particulars of the situation observed
B13	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Baggage stowed in unserviceable overhead bins	SANA-B13-02	Indicate the particulars of the situation observed
B13	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Oversized baggage transported in the cabin not adequately secured	SANA-B13-03	Indicate the particulars of the situation observed
B13	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Baggage not stowed securely	SANA-B13-04	Indicate the particulars of the situation observed
B13	C	3	§4.8.1 of Order N°606/MINT	The operator shall ensure that all hand baggage taken into the passenger compartment are securely stowed such that their presence does not obstruct the movement of passengers and crew during the flight and that they do not cause obstructions in the event of emergency evacuations.	Overhead bins loaded in excess of the placarded weight limitation	SANA-B13-05	Indicate the particulars of the situation observed



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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	C	3	§6.2.2 of Order N°606/MINT	<p>Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> a) a seat or berth for each person on board who is aged two years or more; b) a seat belt on each passenger seat and restraining belts for each berth for each passenger aged two years or more; c) a child restraint device (CRD) for each person on board younger than 24 months; d) 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 on each flight crew seat and on any seat alongside a pilot's seat; e) a seat belt with an upper torso restraint system on each cabin crew seat and each cabin crew observer seat. However, this requirement does not exclude the usage of passenger seats by surplus cabin crew members. f) and seats for cabin crew members located 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. These seats shall be forward or rear oriented with a maximum angle of 15° relative to the longitudinal axis of the aeroplane. 	Passengers on board in excess of the number of available seats	SANA-B14-01	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C01	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SANA-C01-01	Indicate the particulars of the situation observed



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C01	C	2	§6.2.9.1	The Operator shall ensure that when there exist zones reserved for the entry of rescue teams in case of emergency, they are marked as indicated below. The marks shall be red or yellow in colour, and, if necessary, they shall be contoured with a with frame to increase the contrast with the background	Break-in point markings (if applied) faded or incorrectly marked	SANA-C01-02	Indicate the particulars of the situation observed
C01	M	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Paint damage with exposed composite (outside dispatch limits/conditions)	SANA-C01-03	Indicate the particulars of the situation observed
C01	M	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	SANA-C01-04	Indicate the particulars of the situation observed
C01	M	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 May not be easily erased, disfigured, or obscured.	Ground servicing placards and markings not applied or unreadable	SANA-C01-05	Indicate the particulars of the situation observed
C01	M	1	CS 25.609	Each part of the structure must (see AMC 25.609)	Significant corrosion	SANA-C01-06	Indicate the particulars of the



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				(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.			situation observed
C01	M	3	CS 25.609	Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (4) Weathering; (5) Corrosion; and (6) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Major corrosion (outside dispatch limits/conditions)	SANA-C01-07	Indicate the particulars of the situation observed
C01	C	3	§RA.215 of the Order on the rules of the air	(1) Except as provided by (5), at night all aircraft in flight shall display: c) anti-collision lights intended to attract attention to the aircraft; and d) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; (2) Except as provided by (5), at night: a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;	Required aircraft lights unserviceable (outside dispatch limits/conditions) or not displayed	SANA-C01-08	Indicate the particulars of the situation observed



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				<p>c) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and</p> <p>d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact. (3) Except as provided by (5), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (1)(a) shall display such lights also during day.</p> <p>(4) Except as provided by (5), all aircraft:</p> <p>a) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (2)(c); or</p> <p>b) on the movement area of an aerodrome and fitted with lights to meet the requirement of (2)(d); shall display such lights also during the day</p>			
C01	M	3			Static discharger(s) missing or damaged outside dispatch limits/conditions	SANA-C01-10	Indicate the particulars of the situation observed
C01	M	3			Antenna(s) missing or damaged outside dispatch limits/conditions	SANA-C01-11	Indicate the particulars of the situation observed
C01	M	3			Pressure port (and/or RVSM area) damaged or blocked (outside dispatch limits/conditions)	SANA-C01-12	Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside dispatch limits/conditions	SANA-C01-13	Indicate the particulars of the situation observed



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



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C02	M	2			Door handle(s), lever(s), access panel(s) not flush	SANA-C02-02	Indicate the particulars of the situation observed
C02	M	2			Door operation instructions missing or unclear	SANA-C02-03	Indicate the particulars of the situation observed
C02	M	3			Cargo door lock inspection glasses blind and no other means to verify locking position(s)	SANA-C02-04	Indicate the particulars of the situation observed
C02	M	3			Door seal damaged outside dispatch limits/conditions	SANA-C02-05	Indicate the particulars of the situation observed
C02	M	3			Door(s) unserviceable outside dispatch limits/conditions	SANA-C02-06	Indicate the particulars of the situation observed
C02	M	1			Bonding wires broken or missing with minor impact on flight safety	SANA-C02-07	Indicate the particulars of the situation observed
C02	M	2			Bonding wires broken or missing with significant impact on flight safety	SANA-C02-08	Indicate the particulars of the situation observed
C02	M	3			Bonding wires broken or missing with major impact on flight safety	SANA-C02-09	Indicate the particulars of the situation observed
C02	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SANA-C02-10	Indicate the particulars of the situation observed



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C02	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SANA- C02-11	Indicate the particulars of the situation observed
C02	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SANA- C02-12	Indicate the particulars of the situation observed
C02	M	1			Cargo door open green light U/S	SANA-C02-13	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C03	M	3			Hydraulic leak outside dispatch limits/conditions	SANA-C03-02	Indicate the particulars of the situation observed
C03	M	3			Static discharger(s) missing (outside dispatch limits/conditions)	SANA-C03-03	Indicate the particulars of the situation observed
C03	C	3	§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <p>a) the aeroplane is airworthy</p> <p>b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight</p> <p>c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily</p> <p>d) the mass and balance of the aeroplane allow for a safe flight</p> <p>e) that all cargo transported is properly distributed and stowed</p>	Flight controls unserviceable	SANA-C03-04	Indicate the particulars of the situation observed



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				f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
C03	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SANA-C03-06	Indicate the particulars of the situation observed
C03	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SANA-C03-07	Indicate the particulars of the situation observed
C03	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SANA-C03-08	Indicate the particulars of the situation observed
C03	M	1			Bonding wires broken or missing with minor impact on flight safety	SANA-C03-09	Indicate the particulars of the situation observed



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C03	M	2			Bonding wires broken or missing with significant impact on flight safety	SANA-C03-10	Indicate the particulars of the situation observed
C03	M	3			Bonding wires broken or missing with major impact on flight safety	SANA-C03-11	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C04	M	1			Brake wear indicator pin(s) missing (at least one pin remaining) and not recorded	SANA-C04-01	Indicate the particulars of the situation observed
C04	M	G			Tyre inflation valve(s) cap missing	SANA-C04-02	Indicate the particulars of the situation observed
C04	M	G			Brake assembly bleed valve dust cap(s) missing	SANA-C04-03	Indicate the particulars of the situation observed
C04	M	3			Brake(s) unserviceable and not recorded	SANA-C04-04	Indicate the particulars of the situation observed
C04	M	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors) and not recorded	SANA-C04-05	Indicate the particulars of the situation observed
C04	M	3			Leaking hydraulic braking system (outside dispatch limits/conditions)	SANA-C04-06	Indicate the particulars of the situation observed
C04	M	3			Nose landing gear wheel snubbers worn outside dispatch limits/conditions	SANA-C04-07	Indicate the particulars of the situation observed
C04	M	3			Tyre pressure obviously outside dispatch limits/conditions	SANA-C04-08	Indicate the particulars of the situation observed
C04	M	3			Tyre(s) unserviceable (worn or damaged) and not recorded	SANA-C04-09	Indicate the particulars of the situation observed
C04	M	3			Rim damaged outside dispatch limits/conditions	SANA-C04-10	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C05	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SANA-C05-01	Indicate the particulars of the situation observed
C05	M	1			Safety lock pin(s) missing or defective	SANA-C05-02	Indicate the particulars of the situation observed
C05	M	G			Gear strut valve cap(s) missing	SANA-C05-03	Indicate the particulars of the situation observed
C05	M	3			Water/debris deflectors damaged or missing outside dispatch limits/conditions	SANA-C05-04	Indicate the particulars of the situation observed
C05	M	2			Lines, hoses electrical wiring chafed	SANA-C05-05	Indicate the particulars of the situation observed
C05	M	1		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	Significant corrosion	SANA-C05-07	Indicate the particulars of the situation observed



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				(3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.			
C05	M	3		Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.	Major corrosion (outside dispatch limits/conditions)	SANA-C05-08	Indicate the particulars of the situation observed
C05	M	3			Seepage/leakage outside dispatch limits/conditions	SANA-C05-09	Indicate the particulars of the situation observed
C05	M	3			Strut pressure outside dispatch limits/conditions	SANA-C05-10	Indicate the particulars of the situation observed
C05	M	2			Safety markings not applied or unreadable	SANA-C05-11	Indicate what marking were missing/unread able, including the appropriate AMM/SRM reference



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C06	M	3			Landing gear door(s) damaged outside dispatch limits/conditions	SANA-C06-01	Indicate the particulars of the situation observed
C06	M	2			Obvious lack of lubrication of hinge(s), actuator(s)	SANA-C06-02	Indicate the particulars of the situation observed
C06	M	1		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	SANA-C06-04	Indicate the particulars of the situation observed
C06	I	3		Each part of the structure must (see AMC 25.609) (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and	Major corrosion (outside dispatch limits/conditions)	SANA-C06-05	Indicate the particulars of the situation observed



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				Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.			
C06	M	3			Landing gear emergency spring lock(s) broken/unserviceable	SANA-C06-06	Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside dispatch limits/conditions	SANA-C06-07	Indicate the particulars of the situation observed
C06	M	1			Bonding wires broken or missing with minor impact on flight safety	SANA-C06-08	Indicate the particulars of the situation observed
C06	M	2			Bonding wires broken or missing with significant impact on flight safety	SANA-C06-09	Indicate the particulars of the situation observed
C06	M	3			Bonding wires broken or missing with major impact on flight safety	SANA-C06-10	Indicate the particulars of the situation observed
C06	M	1			Loose and/or missing fastener on secondary structure with minor influence on safety	SANA-C06-11	Indicate the particulars of the situation observed
C06	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SANA-C06-12	Indicate the particulars of the situation observed
C06	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SANA-C06-13	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
C07	M	1			Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable	SANA-C07-01	Indicate the particulars of the situation observed
C07	M	2			Significant damage in the intake and exhaust area	SANA-C07-03	Indicate the particulars of the situation observed
C07	M	3			Damage (dents, nicks, cracks) outside dispatch limits/conditions	SANA-C07-04	Indicate the particulars of the situation observed
C07	M	3			Intake acoustic liners damaged outside dispatch limits/conditions	SANA-C07-05	Indicate the particulars of the situation observed
C07	M	3			Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	SANA-C07-06	Indicate the particulars of the situation observed
C07	M	3			Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	SANA-C07-07	Indicate the particulars of the situation observed



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C07	M	3			Thrust reverser/blocker doors not fully stowed	SANA-C07-09	Indicate the particulars of the situation observed
C07	M	1			Loose and/or missing fastener with minor influence on safety	SANA-C07-10	Indicate the particulars of the situation observed
C07	M	2			Loose and/or missing fastener on secondary structure with significant influence on safety	SANA-C07-11	Indicate the particulars of the situation observed
C07	M	3			Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	SANA-C07-12	Indicate the particulars of the situation observed
C07	M	2			Safety markings not applied or unreadable	SANA-C07-13	Indicate the particulars of the situation observed

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

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



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

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

Inspection item	Inspection item title	Inspecting Instructions
C10	Obvious un-repaired damage	<p>Check for un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc...</p> <p>Check that any damage is observed, assessed and possibly recorded on a damage chart/buckle & dent chart.</p>

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



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

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



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
D01	M	1			Minor defects with limited effect on safety	SANA-D01-01	Indicate the particulars of the situation observed
D01	C	2	§6.1.1.1 of Order N°606/MINT	In addition to the minimum equipment for the issuance of an airworthiness certificate, the instruments and documents prescribed in the paragraphs below shall be installed or transported, as necessary, onboard aeroplanes, according to the aeroplane operated and the flight conditions. The instruments, as well as their installation, shall be approved by the CCAA or the State of Registry	Equipment installations obviously not in compliance with OPS and airworthiness regulations	SANA-D01-02	Indicate the particulars of the situation observed
			§5.5.3 of Order N°221/MINT	After the installation of a replacement part, the aircraft shall remain in conformity to its applicable airworthiness requirements			
D01	M	2		(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 –	Ground servicing markings not applied or unreadable	SANA-D01-03	Indicate the particulars of the situation observed



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				(1) Must be displayed in a conspicuous place; and May not be easily erased, disfigured, or obscured.			
D01	M	3	CS 25.858	If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions: (a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire. (b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the aeroplane is substantially decreased. (c) There must be means to allow the crew to check in flight, the functioning of each smoke or fire detector circuit. The effectiveness of the detection system must be shown for all approved operating configurations and conditions.	Cargo bay smoke detection test fail or outside dispatch limits/conditions	SANA-D01-04	Indicate the particulars of the situation observed
D01	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	SANA-D01-05	Indicate the particulars of the situation observed



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Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
				l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
D01	M	3			Damage to panelling and/or lining outside limits	SANA-D01-06	Indicate the particulars of the situation observed
D01	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.	Unserviceable fire extinguishing system and the affected cargo compartment is used	SANA-D01-07	Indicate the particulars of the situation observed
D01	M	3			Floor locks unserviceable outside dispatch	SANA-D01-08	Indicate the particulars of the



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					limits/conditions (with cargo)		situation observed
D01	M	3			No or unserviceable required barrier net	SANA-D01-09	Indicate the particulars of the situation observed
D01	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.	No smoke barrier/curtain (if applicable)	SANA-D01-10	Indicate the particulars of the situation observed
D01	E	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight	Structural or floor damage outside dispatch limits/conditions	SANA-D01-11	Indicate the particulars of the situation observed



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				<ul style="list-style-type: none"> c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate <p>that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>			
D01	M	3	CS 25.856(a)	Thermal/acoustic insulation material installed in the fuselage must meet the flame propagation test requirements of Part VI of Appendix F to CS-25, or other approved equivalent test requirements. This requirement does not apply to "small parts", as defined in Part I of Appendix F to CS-25	Cargo compartment (s) not equipped with fire suppression systems	SANA-D01-12	Indicate the particulars of the situation observed
			CS 25.858	If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions: (a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire.			
			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:			



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				(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 dispatch limits/conditions	SANA-D01-13	Indicate the particulars of the situation observed



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D02	Dangerous goods	<p>If dangerous good are on board, check that the pilot has received appropriate notification.</p> <p>Check that the operations manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air). <i>Note: If a finding is raised on this point, report it under A04 – Manuals.</i></p> <p>Check that Technical Instructions as per ICAO Doc. 9284 are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation.</p> <p>Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284).</p> <p>Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the operations specifications, report it under A10.</p> <p>Check, when required, the crew access to the cargo area in case of transportation of CAO goods.</p> <p><i>Note: where there is suspicion of cabin luggage being diverted to the cargo hold, check which procedure or risk assessment was done to prevent transportation in the cargo hold of Dangerous Good authorised only as carry-on luggages.</i></p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
D02	C	2	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Incorrect or incomplete information in NOTOC, not concerning CAO packages	SANA-D02-01	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-	Incorrect or incomplete information in NOTOC, concerning CAO packages	SANA-D02-02	Indicate the particulars of the



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				AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.			situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	SANA-D02-03	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Damaged and/or leaking packages/overpacks containing DG	SANA-D02-04	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Dangerous Goods not correctly loaded and/or secured	SANA-D02-05	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	DG label incorrect or missing	SANA-D02-06	Indicate the particulars of the situation observed
D02	C	2	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	SANA-D02-07	Indicate the particulars of the situation observed



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D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Required identification tag missing (CAO packages inside)	SANA-D02-08	Indicate the particulars of the situation observed
D02	C	2	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	DG identification tag improperly used	SANA-D02-09	Indicate the particulars of the situation observed
D02	C	2	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	DG identification tag not compliant with technical instructions	SANA-D02-10	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Dangerous goods carried as limited quantities or excepted quantities, but limits exceeded	SANA-D02-11	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Dangerous goods not packed in accordance with proper packing instructions	SANA-D02-12	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods,	DG not stowed and/or separated in accordance with the Technical Instructions	SANA-D02-13	Indicate the particulars of



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			A18-8.7	<p>whether the flight is totally or partially carried out in or out of the Cameroonian airspace.</p> <p>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.</p> <p>8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.</p> <p>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.</p>			the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Hazardous and/or radioactive contamination not removed	SANA-D02-14	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Required NOTOC missing	SANA-D02-15	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	SANA-D02-16	Indicate the particulars of the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-	No access to DG packages labelled "Cargo aircraft only" where required	SANA-D02-17	Indicate the particulars of



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				AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.			the situation observed
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Transport of forbidden dangerous goods	SANA-D02-18	Indicate the particulars of the situation observed
			A18-4.3	Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.			
D02	C	3	§2.3 of Order N°1299/MINT	The Operator shall be in accordance with the requirements of the latest edition of Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), in all times whilst transporting dangerous goods, whether the flight is totally or partially carried out in or out of the Cameroonian airspace.	Dangerous goods not accompanied by shipper's declaration when so required	SANA-D02-19	Indicate the particulars of the situation observed



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

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
D03	C	1	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	SANA-D03-01	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight			



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				<ul style="list-style-type: none"> e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight. 			
D03	C	2	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: <ul style="list-style-type: none"> e) that all cargo transported is properly distributed and stowed 	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or containers	SANA-D03-02	Indicate the particulars of the situation observed
		§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: <ul style="list-style-type: none"> a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard 				



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				<ul style="list-style-type: none"> j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate <p>that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.</p>			
D03	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Cargo Area not used in accordance with classification	SANA-D03-03	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	<p>The flight shall not be commenced unless the commander is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate <p>that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the</p>			



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				accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
D03	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Cargo not correctly secured and restrained in all directions	SANA-D03-04	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
D03	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Major damage to lashing, tie-down	SANA-D03-05	Indicate the particulars of



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			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.	equipment, pallets, lock assemblies		the situation observed
D03	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Dividing net or protection net damaged outside dispatch limits/conditions	SANA-D03-06	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily			



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				d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
D03	C	3	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	Load distribution/load limit (floor and/or height) exceeded	SANA-D03-07	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard			



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				j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			
D03	C	1	§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: e) that all cargo transported is properly distributed and stowed	One or several items exceeding the load height limitation in the cargo compartment without damaging the cargo ceiling panels, or hindering the proper function of smoke detectors and/or fire extinguishing equipment	SANA-D03-08	Indicate the particulars of the situation observed
			§4.3.1 of Order N°606/MINT	The flight shall not be commenced unless the commander is satisfied that: a) the aeroplane is airworthy b) the aeroplane is equipped with instruments and equipment required in chapter 6 for the type of flight considered and that they are operational and in sufficient number for the flight c) that he/she issued a maintenance form to certify that the tasks were carried out satisfactorily d) the mass and balance of the aeroplane allow for a safe flight e) that all cargo transported is properly distributed and stowed f) that a verification indicating that the limitations can be respected during the flight was carried out g) that operational flight planning standards were respected h) that the necessary parts of the OM are available onboard i) that the complementary information and documents which have to be onboard are carried onboard j) that current charts, and associated documents are available to face expected operational needs, including any foreseeable deviations k) that the required ground installations and services for the flight are available and appropriate l) that the requirements in the operations manual regarding fuel, oil, and oxygen, minimum safe altitudes, aerodrome operating minima, and the accessibility of alternate aerodromes, if necessary, can be complied with for the flight.			



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E01	General	<p>Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.</p> <p>Check if flight crew and/or cabin crew are under the influence of alcohol. <i>Note: Only crew assigned to safety tasks shall be tested. e.g.: Alcohol test of crew member positioning is to be avoided.</i></p> <p>Non-compliances with Cameroonian standards not having a direct safety relevance should be reported under this inspection item as CAT G remarks (e.g. carriage of third party liability insurance), since the categorisation reflects the impact on safety. However, this categorisation (CAT G) shall not affect the obligation to take enforcement measures including grounding of an aircraft.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
E01	M	3	M		Aircraft not operated according to the manufacturer's operating instructions during push-back, towing and/or taxiing	SANA-E01-01	Indicate the particulars of the situation observed
E01	C	3	§4.2.10.7 of Order N°606/MINT	The crew member shall not perform duties on an aircraft when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes	Flight crew identified under influence of alcohol	SANA-E01-03	Do not indicate the function of the crew member who was tested over the acceptable limits. Do not mention the quantity of alcohol detected in the blood or in the breath



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E01	C	3	§4.2.10.7 of Order N°606/MINT	The crew member shall not perform duties on an aircraft when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes	Flight crew refused to cooperate during an alcohol test	SANA-E01-04	Do not indicate the function of the crew member that didn't cooperate (e.g. PIC, F/O,...)
			§3.17.1.1 of Order N°606/MINT	For inspections by the CCAA, the operator shall take all measures in their capacity to allow the performance of inspections, notably, that the inspector(s) be able to follow up with the crew, the planning, the execution, and conclusion of the flight being inspected			
E01	C	3	§4.2.10.7 of Order N°606/MINT	The crew member shall not perform duties on an aircraft when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes	Operating cabin crew identified under influence of alcohol	SANA-E01-05	Do not mention the quantity of alcohol detected in the blood or in the breath. Do not indicate the position of the crew member
			§3.9 of Order N°606/MINT	The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered.			
E01	C	3	§4.2.10.7 of Order N°606/MINT	The crew member shall not perform duties on an aircraft when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes	Operating cabin crew refused to cooperate during an alcohol test	SANA-E01-06	Do not indicate the position of the crew member
			§3.17.1.1 of Order N°606/MINT	For inspections by the CCAA, the operator shall take all measures in their capacity to allow the performance of inspections, notably, that the inspector(s) be able to follow up with the crew, the planning, the execution, and conclusion of the flight being inspected			



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E02	Insurance	<p>Check for the presence of a copy of the aircraft insurance. Check if the insurance is not expired. Check if insurance covers the required areas (crew, passengers, etc)</p> <p>Non-compliances with Cameroonian standards not having a direct safety relevance should be reported under this inspection item as CAT G remarks (e.g. carriage of third party liability insurance), since the categorisation reflects the impact on safety. However, this categorisation (CAT G) shall not affect the obligation to take enforcement measures including grounding of an aircraft.</p>

Inspection item	Std.	Cat	Std. ref.	Standard's text	Pre-described Finding	PDF Code	Instructions for completing the detailed description
E02	C	G	§3.12.1 of Order N°606/MINT	<p>The operator shall ensure that the following documents are carried onboard during each flight:</p> <ul style="list-style-type: none"> a) the original certificate of registration; b) the original certificate of airworthiness (CofA); c) the noise certificate (if required); d) a copy of the air operator certificate (AOC); e) the radio station licence f) a copy of the third-party liability insurance; g) the journey logbook or equivalent, a list of the crew members, h) a passenger manifest and their embarkation/disembarkation places i) a cargo manifest and detailed cargo declarations 	No valid third-party liability insurance certificate or cannot be shown by crew	SANA-E02-01	

