

Subpart RAMP – Ramp inspections of aircraft of operators under the regulatory oversight of another state

AMC1 ARO.RAMP.100 General

RAMP INSPECTIONS

- (a) The ramp inspection should normally be performed during a turn-around.
- (b) In addition to the applicable requirements, when inspecting the technical condition of the aircraft, it should be checked against the aircraft manufacturer's standard.

AMC1 ARO.RAMP.100(b) General

SUSPECTED AIRCRAFT

In determining whether an aircraft is suspected of not being compliant with the applicable requirements the following should be taken into account:

- (a) information regarding poor maintenance of, or obvious damage or defects to an aircraft;
- (b) reports that an aircraft has performed abnormal manoeuvres that give rise to serious safety concerns in the airspace of a Member State;
- (c) a previous ramp inspection that has revealed deficiencies indicating that the aircraft does not comply with the applicable requirements and where the competent authority suspects that these deficiencies have not been corrected;
- (d) evidence that the State in which an aircraft is registered is not exercising proper safety oversight; or
- (e) concerns about the operator of the aircraft that have arisen from occurrence reporting information and non-compliances recorded in a ramp inspection report on any other aircraft used by that operator.

AMC1 ARO.RAMP.100(c)(1) General

ANNUAL PROGRAMME

- (a) Calculation methodology

The competent authority should calculate the number of points to be achieved in the following year. The number of points should be submitted to the Agency before the 1st of September prior to the year for which the points apply. For this purpose the following formula should be used:

$$Q = (\text{Opr}_{\geq 12}) + (0.2 * \text{Opr}_{< 12}) + (0.001 * \text{Lnd}), \text{ where:}$$

'Q' = annual quota;

'Opr_{≥12}' is the number of operators whose aircraft have landed in the previous year at aerodromes located in the Member State at least 12 times;

'Opr_{<12}' is the number of operators whose aircraft have landed in the previous year at aerodromes in the territory of the Member State less than 12 times;

'Lnd' is the number of landings performed by those operators' aircraft at aerodromes located in the Member State in the previous year.

- (b) Inspections should be valued differently in accordance with the following criteria:
 - (1) prioritised ramp inspections and the first inspection of a new operator conducted on an aerodrome located within a radius ≤ 250 km from the competent authority's main office have a value of 1.5 points;

- (2) prioritised ramp inspections and the first inspection of a new operator conducted on an aerodrome located within a radius > 250 km from the competent authority's main office have a value of 2.25 points;
- (3) inspections conducted between the hours of 20:00 and 06:00 local time, during weekends or national holidays have a value of 1.25 points;
- (4) inspections conducted on operators for which the previous inspection was performed more than 8 weeks before have a value of 1.25 points;
- (5) any other inspections have a value of 1 point; and
- (6) for specific circumstances falling under two or more of the above situations, the above-mentioned factors may be combined by multiplication (e.g. prioritised inspection performed at an airport located at 600 km from the main office, during the weekend on an operator that was not inspected over the last 3 months will have a value of: $2.25 * 1.25 * 1.25 = 3,52$ points).

GM1 ARO.RAMP.100(c)(1) General

NUMBER OF INSPECTION POINTS

The quotation is a statistical assumption only and does not necessarily mean that operators in the group 'Opr_{≥12}' always need to be inspected. As deemed necessary by the inspecting authorities, operators may be inspected more than once (taking into account AMC2 ARO.GEN.305(b)(1) whilst sticking to the calculated number of points; as a result, some operators might not be inspected in any given year.

GM1 ARO.RAMP.105(b)(2)(i) Prioritisation criteria

LIST OF OPERATORS

The list of operators may include aircraft of operators or aircraft that have been withdrawn from the list of air carriers subject to an operating ban within the EU, as established by Regulation (EC) No 2111/2005 of the European Parliament and of the Council³.

AMC1 ARO.RAMP.110 Collection of information

COLLECTION OF INFORMATION

The information should include:

- (a) important safety information available, in particular, through:
 - (1) pilot reports;
 - (2) maintenance organisation report;
 - (3) incident reports;
 - (4) reports from other organisations, independent from the inspection authorities; and
 - (5) complaints.
- (b) information on action(s) taken subsequent to a ramp inspection, such as:
 - (1) aircraft grounded;
 - (2) aircraft or operator banned from a Member State pursuant to Article 6 of Regulation (EC) No 2111/2005 or banned from the EU;
 - (3) corrective action required;
 - (4) contacts with the operator's competent authority; and
 - (5) restrictions on flight operations.
- (c) follow-up information concerning the operator, such as:

³ OJ L 344, 27.12.2005, p. 15.

- (1) implementation of corrective action(s); and
- (2) recurrence of non-compliance.

AMC1 ARO.RAMP.115(a) Qualification of ramp inspectors

BACKGROUND KNOWLEDGE AND EXPERIENCE

The background knowledge and/or working experience of the inspector determines the privileges of the inspector. The competent authority should determine what the inspector is entitled to inspect taking into account the following considerations:

- (a) background knowledge;
- (b) working experience; and
- (c) interrelation of the inspection item with other disciplines (e.g. a former cabin crew member may require additional training on minimum equipment list (MEL) issues before being considered eligible for inspection of safety items in the cabin).

AMC1 ARO.RAMP.115(b)(1) Qualification of ramp inspectors

ELIGIBILITY CRITERIA

- (a) The candidate should be considered eligible to become a ramp inspector provided he/she meets the following criteria:
 - (1) has good knowledge of the English language; and
 - (2) education and experience over the previous 5 years in accordance with one of the following items:
 - (i) has successfully completed post-secondary education with a duration of at least 3 years and after that at least 2 years aeronautical experience in the field of aircraft operations or maintenance, or personnel licensing;
 - (ii) has or has had a commercial/airline transport pilot licence and preferably carried out such duties for at least 2 years;
 - (iii) has or has had a flight engineer licence and preferably carried out such duties for at least 2 years;
 - (iv) has been a cabin crew member and preferably carried out such duties in commercial air transport for at least 2 years;
 - (v) has been licensed as maintenance personnel and preferably exercised the privileges of such licence for at least 2 years;
 - (vi) has successfully completed professional training in the field of air transport of dangerous goods and preferably after that at least 2 years experience in this field; or
 - (vii) has successfully completed post-secondary aeronautical education with a duration of at least 2 years.

AMC1 ARO.RAMP.115(b)(2) Qualification of ramp inspectors

SENIOR RAMP INSPECTORS

- (a) The competent authority should appoint senior ramp inspectors provided they meet the qualification criteria established by that competent authority. These qualification criteria should contain at least the following requirements:
 - (1) the appointee has been a qualified ramp inspector over the 3 years prior to his/her appointment;
 - (2) the appointee has performed a minimum of 72 ramp inspections during the 36 months prior to the appointment, evenly spread over this period; and

- (3) the senior ramp inspector will remain qualified only if performing at least 24 ramp inspections during any 12 months period after his/her initial qualification.
- (b) If the competent authority does not have senior ramp inspectors to conduct on-the-job training, such training should be performed by a senior ramp inspector from another State, either in the competent authority of the trainee or in the competent authority of the senior ramp inspector.
- (c) Additional factors to be considered when nominating senior ramp inspectors include knowledge of training techniques, professionalism, maturity, judgment, integrity, safety awareness, communication skills, personal standards of performance and a commitment to quality.
- (d) If a senior ramp inspector should lose his/her qualification as a result of failure to reach the minimum number of inspections mentioned in ARO.RAMP.115 (b)(3), he/she should be requalified by the Member State authority by performing at least four inspections under the supervision of a senior ramp inspector, within a maximum period of 2 months.
- (e) Senior ramp inspectors, like any other inspectors, should also receive recurrent training according to the frequency mentioned in AMC1-ARO.RAMP.115(b)(3).

AMC2 ARO.RAMP.115(b)(2) Qualification of ramp inspectors

SCOPE AND DURATION OF INITIAL TRAINING

Initial training should encompass:

- initial theoretical training,
- practical training,
- and on-the-job training.
- (a) Initial theoretical training
 - (1) The scope of the initial theoretical training is to familiarise the inspectors with the framework and the European dimension of the Ramp Inspection Programme, and with the common inspection, finding categorisation, reporting and follow-up procedures. The primary scope of the theoretical training is not the transfer of technical (operational, airworthiness, etc.) knowledge. The trainees should possess such knowledge, either from previous work experience or through specialised training, prior to attending the theoretical course. The duration of the initial theoretical training should be no less than 3 training days.
 - (2) In case an integrated course is delivered (consisting of both the transfer of technical knowledge and specific ramp inspection information), the duration of the course should be extended accordingly.
 - (3) The initial theoretical training shall be conducted in accordance with the syllabus in AMC1 ARO.RAMP.115(b)(2)(i).
- (b) Practical training
 - (1) The scope of practical training is to instruct on inspection techniques and specific areas of attention without any interference with the flight crew. Preferably, this should be done in a non-operational environment (e.g. on an aircraft in a maintenance hangar). Alternatively, aircraft with an adequate turnaround time may be used. In the latter case the flight and/or ground crew should be informed about the training character of the inspection.
 - (2) The duration of the practical training should be no less than 1 training day. The competent authority may decide to lengthen the training based on the level of expertise of the attendees. Practical training may be split into several sessions provided an adequate training tracking system is in place.
 - (3) The practical training should be conducted in accordance with the syllabus in AMC2-ARO RAMP.115(b)(2)(i).

ON-THE-JOB TRAINING

(c) Scope of on-the-job training

- (1) The objective of the on-the-job training should be to familiarise the trainees with the particularities of performing a ramp inspection in a real, operational environment. The competent authority should ensure that on-the-job training is undertaken only by trainees that have successfully completed theoretical and practical training.
- (2) The competent authority should ensure that the area of expertise of the trainee is compatible with the one of the senior ramp inspector delivering on-the-job training.
- (3) When selecting the operators to be inspected during the on-the-job training programme, the senior ramp inspector should ensure:
 - (i) that the training can be performed on a sufficient level but without undue hindrance or delay of the inspected operator; and
 - (ii) that the ramp inspections are conducted on different operators (i.e., EU operators, third country operators), different aircraft types and aircraft configurations (i.e., jet and propeller aircraft, single aisle and wide-body aeroplanes, passenger operations and cargo operations), different types of operations (i.e., commercial operations and general aviation, etc., long-haul and short-haul operations).
- (4) On-the-job training should comprise two phases:
 - (i) observing inspector: during this phase the trainee should accompany and observe the senior ramp inspector when performing a series of ramp inspections (including the preparation of the inspection and post-inspection activities: reporting, follow-up); and
 - (ii) inspector under supervision: during this phase the trainee should gradually start to perform ramp inspections under the supervision and guidance of the senior ramp inspector.

(d) Duration and conduct of on-the-job training

- (1) The duration of the on-the-job training should be customised to the particular training needs of every trainee. As a minimum, the on-the-job training programme should contain at least six observed ramp inspections and six ramp inspections performed under the supervision of the senior ramp inspector, over a period of a maximum of 6 months. In general, on-the-job training should start as soon as possible after the completion of the practical training and cover all inspection items that the inspector will be privileged to inspect.

The on-the-job training may be given by more than one senior ramp inspector. In such cases appropriate records should be maintained for each trainee documenting the training received (when the trainee is observing the inspection) and his/her ability to effectively perform ramp inspections (under supervision). For this purpose, the senior ramp inspector should use a checklist containing the applicable elements presented in GM2 ARO.RAMP.115(c).

- (2) Before starting on-the-job training the trainee should be briefed with regard to the general objectives and working methods of the training.
- (3) Before every inspection the trainee should be briefed with regard to the particular objectives and lessons to be learned during this inspection.
- (4) After every day of inspection the trainee should be debriefed with regard to his/her performance and progress and areas where improvement is needed.

(e) Elements to be covered during the on-the-job training

On-the-job training should address the following elements. However, some of the situations described below do not happen very often (i.e. grounding of an aircraft) and should, therefore, be presented by the senior ramp inspector during one of the debriefings.

- (1) Preparation of an inspection:
 - (i) use of the centralised database to prepare an inspection;
 - (ii) other sources of information (such as passenger complaints, maintenance organisation reports, air traffic control (ATC) reports;
 - (iii) areas of concern and/or open findings;
 - (iv) retrieval of updated reference materials: Notices to Airmen (NOTAMs), navigation and weather charts;
 - (v) selection of operator(s) to be inspected (oversight programme, priority list);
 - (vi) task allocation among members of a ramp inspection team; and
 - (vii) daily/weekly/monthly ramp inspection schedule.
- (2) Administrative issues:
 - (i) ramp inspector's credentials, rights and obligations;
 - (ii) special urgency procedures (if any);
 - (iii) national (local) aerodrome access procedures;
 - (iv) safety and security airside procedures; and
 - (v) ramp inspector kit (electric torch, fluorescent vest, ear plugs, digital camera, checklists, etc.).
- (3) Cooperation with airport and air navigation services to obtain actual flight information, parking position, time of departure, etc.
- (4) Ramp inspection:
 - (i) introduction to the pilot-in-command/commander, flight crew, cabin crew, ground crew;
 - (ii) inspection items: according to the area of expertise of the trainee;
 - (iii) findings (identification, categorisation, reporting, evidencing);
 - (iv) corrective actions – class 2;
 - (v) corrective actions – class 3:
 - (A) Class 3a) enforcement of restriction(s) on aircraft flight operations (cooperation with other services/authorities to enforce a restriction);
 - (B) Class 3b) request of an immediate corrective action(s), satisfactory completion of an immediate corrective action;
 - (C) Class 3c) grounding of an aircraft: notification of the grounding decision to the aircraft commander; national procedures to prevent the departure of a grounded aircraft; communication with the State of operator/registry;
 - (vi) Proof of Inspection:
 - (A) completion and delivery of the Proof of Inspection report; and
 - (B) request of acknowledgement of receipt (document or a refusal to sign)
- (5) Human factors elements:
 - (i) cultural aspects;
 - (ii) resolution of disagreements and/or conflicts; and
 - (iii) crew stress.

(f) Assessment of trainees

The assessment of the trainee should be done by the senior ramp inspector while the trainee is performing ramp inspections under supervision. The trainee should be considered to have successfully completed the on-the-job training only after demonstrating to the senior ramp inspector that he/she possess the professional capacity, knowledge, judgment and ability to perform ramp inspections in accordance with the requirements of this Subpart.

AMC3 ARO.RAMP.115(b)(2) Qualification of ramp inspectors**QUALIFICATION OF THE INSPECTOR AFTER SUCCESSFUL COMPLETION OF TRAINING**

Qualification of the inspector after successful completion of training

- (a) Successful completion of theoretical training should be demonstrated by passing an evaluation by the competent authority or by the approved training organisation.
- (b) Successful completion of practical and on-the-job training should be assessed by the senior ramp inspector providing on-the-job training, through evaluation of the trainee's ability to effectively perform ramp inspections in an operational environment.
- (c) The competent authority should issue a formal qualification statement for each qualified inspector listing the inspecting privileges.
- (d) The background knowledge and working experience of the inspector should determine the privileges of the inspector (the scope of his/her inspection; what he/she is entitled to inspect). The numerous varieties in backgrounds of the candidate inspectors make it impossible to issue a full set of templates showing the background-privileges relation. It is, therefore, up to the competent authority to determine the eligibility and the related privileges for the inspector, whereby the following should be considered:
 - (1) background knowledge;
 - (2) working experience; and
 - (3) interrelation of the inspection item with other disciplines (e.g. former cabin crew member may require additional training on MEL issues before being considered eligible for safety items in the cabin).
- (e) The competent authority should issue the qualification statement only after the candidate has successfully completed the theoretical, practical and on-the-job-training.
- (f) The competent authority should put in place a system that will ensure that their inspectors meet at all times the qualification criteria with regard to eligibility, training and recent experience.

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

On-the-Job Training of Ramp Inspection Inspectors		
Competent Authority	Senior ramp inspector:	
Name of trainee:	Place:	
Date:	Ramp Inspection Number:	
Operator:	A/C Registration:	A/C Type:

A	Flight deck	Check: (Description/ notes)	Observation	Under Supervision
General				
1	General condition	<ul style="list-style-type: none"> • inappropriately pulled circuit breakers • reinforced flight crew compartment door, if required • crew baggage • flight crew seats • emergency exits (serviceability) • escape ropes (secured or not) 	<input type="checkbox"/>	<input type="checkbox"/>
Note:				
2	Emergency exit	<ul style="list-style-type: none"> • Are exits serviceable (if not, check MEL limitations) • Possible obstacles 	<input type="checkbox"/>	<input type="checkbox"/>
Note:				
3	Equipment	ACAS/TCAS II: <ul style="list-style-type: none"> • Presence • System test/passed 8.33 kHz: (if required) <ul style="list-style-type: none"> • Radio channel spacing RNAV: <ul style="list-style-type: none"> • Authorisation to perform operations in RNAV airspace. GPWS/TAWS: <ul style="list-style-type: none"> • presence • TAWS/SRPBZ for forward looking terrain avoidance function • System test (if possible) MNPS • Special authorisation 	<input type="checkbox"/>	<input type="checkbox"/>
Note:				
Documentation				
4	Manuals	<ul style="list-style-type: none"> • Presence of the applicable parts of the operations manual • Up-to-date • Competent authority approval where applicable content (complies with the requirements) • Presence of aircraft flight manual / performance data • Differences regarding manuals of aircraft of ex-Soviet design (e.g. Rukowodstwo. 	<input type="checkbox"/>	<input type="checkbox"/>
Note:				
5	Checklists	<ul style="list-style-type: none"> • Available/within reach • Tidiness/cleanliness • Normal • Abnormal • Emergency • Up-to-date/not for training, etc. • Content (compliance with the operator procedures) • Appropriate for aircraft configuration being used 	<input type="checkbox"/>	<input type="checkbox"/>
Note:				

6	Radio navigation/ instrument charts	<ul style="list-style-type: none"> • Presence of instrument approach charts (available/within reach/ up-to-date) • Presence of en-route charts (available/within reach/up-to-date) • Route covering 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
7	Minimum equipment list	<ul style="list-style-type: none"> • Availability/within reach • Up-to-date/less restrictive than MMEL • Does content reflect aircraft's equipment • Possible deferred defects/ accordance with instructions • Possible use of MMEL • Rukowodstwo (check when possible) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
8	Certificate registration of	<ul style="list-style-type: none"> • On-board • Accuracy (Reg. mark, A/C type and S/N) • Format • English translation when needed • Identification plate (S/N) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
9	Noise certificate	<ul style="list-style-type: none"> • On-board • Approval (state of registry) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
10	AOC or equivalent	<ul style="list-style-type: none"> • Accuracy • Content (operator identification, validity, date of issue, A/C type, OPS SPECS) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
11	Radio licence	<ul style="list-style-type: none"> • On-board • Accuracy with installed equipment 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
12	Certificate of airworthiness (C of A)	<ul style="list-style-type: none"> • On-board (original or certified true copy) • Accuracy • Validity 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
Flight data				
13	Flight preparation	<ul style="list-style-type: none"> • Operational flight plan on board • Proper filling • Signed by pilot-in-command/commander (and where applicable, Dispatch) • Fuel calculation • Fuel monitoring/management • NOTAMs • Updated meteorological information • Letter Y in flight plan 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

14	Mass and balance calculation	<ul style="list-style-type: none"> On-board Accuracy (calculations/ limits) Pilots acceptance Load and trim sheet/ actual load distribution 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
Safety equipment				
15	Hand fire extinguishers	<ul style="list-style-type: none"> On-board Condition/pressure indicator Mounting (secured) Expiry date (if any) Access Sufficient number 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
16	Life jackets/flotation devices	<ul style="list-style-type: none"> On-board Access/within reach Condition Expiry date (where applicable) Sufficient number 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
17	Harness	<ul style="list-style-type: none"> On-board (no seatbelt) Condition Sufficient number (one for each crew member) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
18	Oxygen equipment	<ul style="list-style-type: none"> On-board Condition Cylinder pressure (minimum acc. to operations manual) Ask crew to perform the operational function check of combined oxygen and communication system Follow practice of the flight crew 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
19	Independent Portable light	<ul style="list-style-type: none"> On-board Appropriate quantities Condition Serviceability Access/within reach The need for an independent portable light (departure or arrival at night time) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
Flight crew				
20	Flight crew licence/composition	<ul style="list-style-type: none"> On-board Form/content/English translation when needed Validity Ratings (appropriate type) (pilot-in-command (PIC)/ATPL) Pilots' age Possible difference with ICAO Annex 1 (concerning the age of pilots) In case of validation (all documents needed) Medical assessment/ check interval Spare eye glasses if applicable 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

Journey log book / Technical log or equivalent				
21	Journey log book or equivalent	<ul style="list-style-type: none"> On-board Content Filling (carefully and properly) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
22	Maintenance release	<ul style="list-style-type: none"> Validity When need of maintenance, technical log has been complied with When ETOPS, requirement are met Signed off Verify that maintenance release has not expired Ex-Soviet built A/C 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
23	Defect notification and rectification	<ul style="list-style-type: none"> Number of deferred defects All defects been notified Defect deferments include time limits and comply with the stated time limits All the defects are notified Technical log markings (should be understandable by captain) Ex-Soviet built A/C 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

24	Pre-flight inspection	<ul style="list-style-type: none">Performed (inbound/ outbound flight)Signed off	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
B	Cabin Safety			
1	General internal condition	<ul style="list-style-type: none">General conditionPossible loose carpetsPossible loose or damaged floor panelsPossible loose or damaged wall panelsSeatsMarkings of unserviceable seatsLavatoriesLavatory smoke detectorsSafety and survival equipment (shall be reliable, readily accessible and easily identified. Instructions for operation shall be clearly marked)Possible obstacles to perform normal and abnormal duties	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
2	Cabin crew stations and crew rest area	<ul style="list-style-type: none">Presence of cabin crew seats and compliance with the requirementSufficient numberCondition (seatbelt, harness)Emergency equipment (independent portable light, fire extinguishers, portable breathing equipment ...)Cabin preparation list	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

3	First-aid kit/ emergency medical kit	<ul style="list-style-type: none"> • On-board • Condition • Expiry date • Location (as indicated) • Identification • Adequacy • Access • Operating instructions (clear) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
4	Hand fire extinguishers	<ul style="list-style-type: none"> • On-board • Condition (pressure indicator) • Expiry date (if available) • Mounting and access • Number 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
5	Life jackets/ flotation devices	<ul style="list-style-type: none"> • On-board • Easy access • Condition • Expiry dates as applicable • Sufficient number • Infant vest 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
6	Seat belt and seat condition	<ul style="list-style-type: none"> • On-board • Sufficient number • Condition • Availability of extension belts • Cabin seats (verify the condition) • If unserviceable check U/S-tag. • Restraint bars 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
7	Emergency exit, lightning marking, independent and portable light	<ul style="list-style-type: none"> • Emergency exits (condition) • Emergency exit signs/ presence (condition) • Operation instructions (markings and passenger emergency briefing cards) • Floor path markings (ask to switch on). Possible malfunction/MEL • Lighting • Independent Portable light and batteries (condition) • Sufficient number of Independent Portable light (night operations) • Availability on each cabin attendant's station. 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
8	Slides/life-rafts (as required), ELT	<ul style="list-style-type: none"> • Slides on-board • Condition • Expiry date • Sufficient number • Location and mounting • Bottle pressure gauge • ELT on board • ELT (condition and date) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

9	Oxygen supply (cabin crew and passengers)	<ul style="list-style-type: none">• Presence• Sufficient quantity of masks (cabin crew and passengers)• Drop-out panels are free to fall• Passenger instructions (passenger emergency briefing cards)• Portable cylinder supply and medical oxygen, check pressure and mounting	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
10	Safety instructions	<ul style="list-style-type: none">• On-board• Tidiness• Accuracy/content (A/C type)• Sufficient numbers (passenger emergency briefing card for each passenger)• Cards for flight crew (check emergency equipment locations)	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
11	Cabin members crew	<ul style="list-style-type: none">• General overview of cabin crew (conditions)• The sufficient number of cabin crew (appropriate)• How the duty stations are manned• Follow practice of the cabin crew• When refuelling with passengers on-board check procedures	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
12	Access emergency exits to	<ul style="list-style-type: none">• Access areas• Possible obstacles for evacuation (foldable jump seat or seat backrest table)	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
13	Stowage passenger baggage of	<ul style="list-style-type: none">• Hand baggage storages in cabin• Size of hand baggage• Quantity of hand baggage• Weight of hand baggage• Placed under seat (restraint bar)	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
14	Seat capacity	<ul style="list-style-type: none">• Number of passengers/ permitted• Sufficient seat capacity	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
C	Aircraft condition			
1	General external condition	<ul style="list-style-type: none">• Radom (latches/painting)• Windshields• Wipers• Static ports/areas• AoA probes• Pitot tubes• TAT probe• Crew oxygen discharge indicator (if exist)• Ground power connection (condition)• Wings (general condition, ice/snow contamination)	<input type="checkbox"/>	<input type="checkbox"/>

		<ul style="list-style-type: none"> • Fairings • Leading edge (dents) • Winglets • Trailing edge/static dischargers • Look for hydraulic leaks • Look for fuel leak • Fuselage • Tail section/static dischargers • APU cooling air inlet • APU exhaust air/surge • Look at APU area for leaks • Tail bumper (contact markings) • Maintenance and service panels (water/waste/hydraulic maintenance panels/refuel panels/cargo door control panel/RAT door) • Cabin windows • Exterior lights • Painting (condition) • Cleanliness • Markings/operational instructions and registration • Obvious repairs • Obvious damage 		
		Note:		
2	Doors and hatches	<ul style="list-style-type: none"> • Passenger doors (condition) • Emergency exits (condition) • Cargo doors (condition) • Avionics compartment doors (condition) • Accessory compartment doors (condition) • Operation instructions of all doors • Lubrications of all doors • Door seals • Handles 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
3	Flight controls	<ul style="list-style-type: none"> • Ailerons (condition) • Slats/Krueger flaps/Notch flap (condition) • Spoiler panels (condition) • Flaps/track fairings (condition) • Rudder (condition) • Elevators (condition) • Stabiliser (condition) <p><i>Note! Check for leaks, flap drooping, wearing, corrosion, disbonding, dents, loose fittings and obvious damages.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
4	Wheels, tyres and brakes	<ul style="list-style-type: none"> • Wheels (assy condition, bolts and paint markings) • Tires (condition and pressure). Check for cuts, groove cracks, worn out shoulders, blister, bulges, flat spots) • Worn tire areas (measure the tread depth) • If cuts measure depth • Brakes (condition, wearing pins) • Measure and familiarise length of the pin/check for the limits. 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		

5	Undercarriage	<ul style="list-style-type: none"> • Landing gear/hinges (general condition/leaks) • Struts • Locking mechanisms • Hydraulic (or pneumatic) lines (condition) • Strut pressure (visual check/piston length) • Lubrication • Electric lines and plugs. • Bonding • Cleanliness • FOD (foreign object damage) • Surface (plasma) and paintings • Check for corrosion • Placards and markings (nitrogen pressure table) • Dampers and bogie cylinders (check for leaks) • Landing gear strut doors <p><i>Use independent portable light and mirror</i></p>	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
6	Wheel well	<ul style="list-style-type: none"> • General condition (structures) • Possible corrosion • Cleanliness • Installations (wiring, piping, hoses, hydraulic containers and devices) • Check for leaks • Wheel well doors (hinges) • Check for maintenance safety pins 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
7	Powerplant pylon and	<ul style="list-style-type: none"> • Air intake ring (general condition/inner skin and acoustic panels) • Engine cowlings (panels aligned, handles aligned, vortex generators/access doors) • Intake area fasteners • Sensors • Thrust reverses (ring and inner doors or thrust reverser doors) • Reverser duct inner skin and acoustic panels • Outlet guide vanes (from behind/reverser duct) • Exhaust barrel (inner and outer skin) • Drain mast/leaks • Pylons (sealants, panels, doors and blow-out-doors, possible leaks) 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
8	Fan propellers, blades, rotors (main/tail)	<ul style="list-style-type: none"> • Fan blades: general condition (check for foreign object damage, cracks, nicks, cuts, corrosion and erosion) • Fan blade: <ul style="list-style-type: none"> ◦ Leading edge ◦ Mid-span shroud (no stacked) ◦ Tip ◦ Contour surface ◦ Root area ◦ platform <p><i>Note! Wait until rotation stop! Use independent portable light and mirror for the backside of the blades.</i></p> <ul style="list-style-type: none"> • Spinner (damages/bolts) • Fan outlet vanes (thorough the fan) 	<input type="checkbox"/>	<input type="checkbox"/>

		<ul style="list-style-type: none"> • FOD (foreign object damage) • Split fairing • Blades (general condition) • Tip and mid area (75 % from root) • (Check for nicks, dents, cracks, leakages and ...) • Hub/spinner • Looseness of blades in hub 		
		Note:		
9	Obvious repairs	<ul style="list-style-type: none"> • During the inspection of C-items notify unusual design and repairs obviously not carried out in accordance with the applicable AMM/SRM 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
10	Obvious unrepaired damages	<ul style="list-style-type: none"> • During the inspection of C-items notify unassessed and unrecorded damages and corrosion (lightning strike, bird strikes, FODs, etc...) • Check damage charts 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
11	Leakage	<ul style="list-style-type: none"> • During the inspection of C-items notify all the leaks: • Fuel leaks • Hydraulic leaks • Toilet liquid leaks • When leak: measure the leak rate and check the leak rates from AMM etc. if it is allowable and within normal operation limits or not. • Wear eye protection and use proper inspection gears for inspection 	<input type="checkbox"/>	<input type="checkbox"/>
		Note:		
D	Cargo			
1	General condition of cargo compartment	<ul style="list-style-type: none"> • Cleanliness • Lightning • Fire protection/detection/ extinguishing systems and smoke detectors • Floor panels • Wall panels/markings • Blow-out-panels • Ceilings • Wall and ceiling panel sealants • Cargo nets/door nets • Fire extinguishers • Cargo roller and driving system and control panel 		<input type="checkbox"/>
		Note:		
2	Dangerous goods	<ul style="list-style-type: none"> • Operations manual/ information required by ICAO Annex 18 • Technical Instructions (ICAO Doc. 9284-AN/905) are applied <p>If dangerous goods on-board:</p> <ul style="list-style-type: none"> • Pilots' notification • Stowing of dangerous goods cargo • Packaging (condition, leaks, damage) • Labelling <p>If leak or damage of dangerous goods cargo:</p> <ul style="list-style-type: none"> • Condition of other cargo • Follow removal • Follow cleaning of contamination. 		<input type="checkbox"/>
		Note:		

3	Secure stowage of cargo	<ul style="list-style-type: none"> • Load distribution (floor limits, pallets and containers/maximum gross weight) • Flight kit/spare wheel/ ladders (secured) • Cargo (secured) • Condition and presence of: • Lockers • Restraints • Pallets • Nets • Straps • Containers • Container locks on the floor • Heavy items securing inside containers 		<input type="checkbox"/>
		Note:		<input type="checkbox"/>
E	General			
1	General	Note:		<input type="checkbox"/>

Additional elements (O) observed/performed (P) during On the Job Training	
<i>(Please List)</i>	
Assessment	
- Was the inspection carried out in a satisfactory manner regarding:	
- preparation of the inspection - ramp inspection - proof of inspection - human factors elements	<input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*) <input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*) <input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*) <input type="checkbox"/> Yes <input type="checkbox"/> No (provide further details below*)
- Further training needed:	
Additional Remarks:*	
Signature of the trainee:	Signature of the senior ramp inspector:

GM1 ARO.RAMP.115(b)(2) Qualification of inspectors

PRIVILEGES OF EXPERIENCED INSPECTORS

- (a) The following example shows the typical privileges of an experienced commercial pilot licence/airline transport pilot licence (CPL/ATPL) holder and of an experienced aircraft maintenance engineer:

Example:

Typical inspection privileges of a CPL/ATPL holder could include the following inspection checklist items in Appendices III and IV of this section:

A items

B Items

C items

D1/D3 items

Typical inspection privileges of an aircraft maintenance licence (AML) holder could include the following inspection checklist items:

A items except for A3, A4, A5, A6, A13, A14, A20

B items except for B11, B14

C items

D1 items

- (b) The competent authority may decide to enlarge the privileges of the inspector if the basic knowledge of the inspector has been satisfactory enlarged by additional theoretical trainings and/or practical trainings. This may require the subsequent following of the relevant module of the ramp inspection training in order to obtain the necessary knowledge to exercise that new privilege. As an example: if an AML holder has acquired knowledge on the operational items of the "A" section (flight crew compartment items) of the checklist (e.g. because he/she obtained his/her CPL), the privileges may be expanded. He/she should be required, however, to receive the theoretical, practical and on-the-job training on how to inspect those new items. Considering that the inspector is already qualified, the OJT could:
- (1) be performed in a class room environment using various (representative) examples when no aircraft is required for the training. E.g.: normally the interaction with the flight crew is part of the OJT. However, if the inspector is privileged on other A-items on the checklist and therefore familiar with interviewing the flight crew in the flight crew compartment, the OJT of inspection items A13 and A14 could be done in a classroom; or
 - (2) be limited in terms of number of inspections depending on the number of new inspection items to be trained; the minimum number of OJT inspections as described in AMC2-ARO.RAMP 115(b)(2) point (d)(1) does not apply since the number of 6 observer and 6 supervised inspections is aiming at a 50 % average coverage of all inspection items during these inspections. For the limited OJT, the number of inspections should be reasonable and should be determined by the senior inspector whereby the new items should be inspected at least 3 times as an observer and 3 times under supervision.

AMC1 ARO.RAMP.115(b)(2)(i) Qualification of ramp inspectors

SYLLABUS OF THEORETICAL KNOWLEDGE FOR RAMP INSPECTORS - INITIAL (THEORETICAL) TRAINING COURSE

- Module (GEN): GENERAL OVERVIEW (legal)
- Module (A): Flight crew compartment inspection items
- Module (B): Cabin safety inspection items
- Module (C): Aircraft condition inspection items
- Module (D): Cargo inspection items

MODULE (GEN)		
a. OVERVIEW OF THE SAFETY ASSESSMENT OF AIRCRAFT		
i.	Introduction <ul style="list-style-type: none"> • The Ramp Inspection Programme Overview • Role and responsibilities of the Agency - Overview 	Objectives: <ol style="list-style-type: none"> 1. Trainees should know the background of the EU Ramp Inspection Programme 2. Trainees should be able to identify the main elements of the Programme 3. Trainees should understand the role of ramp inspections in the general safety oversight context
ii.	The EU Ramp Inspection programme - ICAO basic references <ul style="list-style-type: none"> • ICAO convention • Annex 1 – Personnel Licensing • Annex 6 – Operations of Aircraft • Annex 8 – Airworthiness of Aircraft - Main features • Application by all participating States • Dissemination of inspection results • Bottom-up approach • Focused attention • Compliance with ICAO standards 	
iii.	Principles of the EU Ramp Inspection Programme <ul style="list-style-type: none"> • EU Member State Role • States on safety assessment of foreign aircraft (SAFA) working arrangements with the Agency • Common procedures and common reporting format • The centralised data base –introduction • The legal obligation to inspect 	
iv.	The European Commission <ul style="list-style-type: none"> • Role and responsibility • Legislative power 	
v.	The European Aviation Safety Agency <ul style="list-style-type: none"> • Role and responsibilities • The executive tasks • Collection of inspection reports • Maintenance of the centralised database • Analysis of relevant information • Reporting to European Commission and Member States • Advising the European Commission and Member States on follow-up actions • Developing training programmes and fostering the organisation and implementation of training courses and workshops 	
vi.	EU and non-EU Member States <ul style="list-style-type: none"> • Role and responsibilities • EU Member States • Non-EU States that have signed the Working Arrangement 	
vii.	Eurocontrol <ul style="list-style-type: none"> • Role and responsibilities 	
viii.	The Air Safety Committee – (ASC) <ul style="list-style-type: none"> • Role and responsibilities • Representation of EU Member States • Legislative advisory role 	

ix.	<p>The European SAFA Steering Expert Group – (ESSG)</p> <ul style="list-style-type: none"> • Role and responsibilities • Representation of EU Member States and non-EU Member States technical advisory role 	
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b. THE EU ramp inspection programme's legal framework

<p>i. Regulation (EC) No 2111/2005 <i>Scope and relevance</i></p> <p>ii. Regulation (EC) No 474/2006⁴ and subsequent amendments <i>Scope and relevance</i></p> <ul style="list-style-type: none"> • Regulation (EC) No 216/2008 – General overview • Article 10 – oversight and enforcement 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should fully understand the legal instruments of the Programme 2. Trainees should be able to identify the stakeholders and their responsibilities 3. Trainees should be capable to define the relationship between the Ramp Inspection Programme and the EU List of Banned air carriers
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c. The ICAO framework

<p>i. International Requirements</p> <ul style="list-style-type: none"> • The Chicago Convention – general overview • The ICAO general overview • The Convention – key ramp inspection-related Articles • Article 11 – Applicability of air regulations • Article 12 – Rules of the air • Article 16 – Search of aircraft • Article 29 – Documents carried on aircraft • Article 30 – Aircraft radio equipment • Article 31 – Certificate of airworthiness • Article 32 – Licences of personnel • Article 33 – Recognition of certificates and licences • Article 37 – Adoption of international standards and recommended practices • Article 38 – Departures from international standards and procedures • Article 83 <i>bis</i> – Transfer of certain functions and duties <p>ii. Ramp inspection (RI) and ICAO - Annex 7 (Aircraft Nationality and Registration Marks) – Overview</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should be able to outline ICAO's role and responsibilities within the international civil aviation context. 2. Trainees should understand the obligations of the signatory States. 3. Trainees should understand the direct relationship between ICAO standards and ramp inspection.
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⁴ Commission Regulation (EC) No 474/2006 of 22 March 2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council (Text with EEA relevance), As last amended by Commission Regulation (EC) No 619/2009 of 13 July 2009, *OJ L 182, 15.7.2009, p. 4–24.*

<ul style="list-style-type: none"> • The Certificate of Registration • Example of Certificate of Registration • The identification plate <p>iii. RI and ICAO - Annex 8 (Airworthiness of Aircraft) – Overview</p> <ul style="list-style-type: none"> • Validity of the Certificate of Airworthiness • Standard form of Certificate of Airworthiness • Emergency exits, markings and lights • Safety and survival equipment <p>iv. RI and ICAO - Annex 1 (Personnel Licensing) – Overview</p> <ul style="list-style-type: none"> • General rules concerning licenses <p>v. RI and ICAO - Annex 6 (Operation of Aircraft) - Overview</p> <ul style="list-style-type: none"> • Part I, International commercial air transport aeroplanes • Part II, International general aviation aeroplanes • Part III, International operations helicopter <p>vi. RI and ICAO - Annex 16 (Environmental Protection) – Overview</p> <ul style="list-style-type: none"> • Noise Certificate (applicability to SAFA programme) <p>RI and ICAO - Annex 18 (The Safe Transport of Dangerous Goods by Air)</p> <ul style="list-style-type: none"> • Overview • Dangerous goods Technical Instructions for the safe transport of dangerous goods by air (Doc 9284) <p>RI and ICAO Doc 7030 (Regional Supplementary procedures)</p> <ul style="list-style-type: none"> • Overview • Applicability 	
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d. Safety Assessment technical aspects overview

- i. Preparation of the inspection
- ii. Subjects of the inspection:
 - Aircraft used by third country operators or used by operators under the regulatory oversight of another Member State.
 - Technical considerations
 - Experience/feedback from previous checks
 - "Intelligence" (centralised database, ATC, passenger complaints, etc.)
 - Prioritisation
- iii. Elements to be inspected:
 - In principle, all RI checklist items; but:
 - other considerations for a limited inspection:
 - Time available (stop duration, slot, no unreasonable delay)
 - Inspector privileges
 - Areas of concern (based upon previous checks and/or centralised database)
 - Context (recent/old aircraft, new airline, new type of aircraft)
 - Intelligence information
- iv. Planning the inspection:
 - Efficient use of the time available
 - Considerations for inspections on arrival or departure
 - Any day in a week, any time in a day
- v. Short transit times:
 - Walk around check during off boarding
 - Segmented inspections
- vi. Toolkit for the RI inspector:
 - Inspector's documentation (RI procedures, regulations, updated reference material, etc.)
 - Inspector's tools (vest, Independent Portable light, camera, telephone, protective personal equipment, etc.)
 - Inspector's identification (authority ID, airport badge)
 - Airline documentation available
- Vii. Teamwork:
 - Preferably two inspectors covering all fields of expertise
 - Briefing on task allocation
- viii. The ramp inspection checklist:
 - Aspects to be covered by the ramp inspection
 - The ramp inspection checklist (format/structure and overview of contents)
- ix. Starting the Inspection:
 - Introduction to the crew (flight crew/technical staff/airline representative/translator)
 - Determination of available inspection time
 - Explain that any operator is subject to inspections (ramp inspection principle)
- x. Code of conduct:
 - Human factor principle (inspection = intrusion)
 - Cooperation with the crew
 - Time efficiency
 - Collection of evidence
- xi. Categorisation of findings:
 - Definition of finding: Deviation from the standards
 - Category 3 finding with major influence on safety

	<ul style="list-style-type: none"> • Category 2 finding with significant influence on safety • Category 1 finding with minor influence on safety
xii.	<p>Follow-up actions:</p> <ul style="list-style-type: none"> • Relationship between finding and action • Class 1 action • Class 2 action • Class 3 actions
xiii.	<p>Concluding the inspection:</p> <ul style="list-style-type: none"> • Debriefing of inspection results • Delivery of proof of inspection to the pilot-in-command/commander/airline representative/sub-contractors

e. Ramp inspection centralised database – Hands-on training

<ul style="list-style-type: none"> • Purpose of the database • The database as inspectors' tool • RI database – input • RI database – output • RI database – search • Focused inspection module • Follow-up actions: operator logging • Database analytical tools and reports 	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Trainees should have the relevant knowledge to input and retrieve data from the RI centralised database. 2. Trainees should know the analysis process and its deliverables. 3. Trainees should understand the analysis dependability on the accuracy of the inspection reports.
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2. MODULE (A)	
a. RAMP INSPECTION ITEMS (A)	
<p>A1 general condition (flight crew compartment)</p> <ul style="list-style-type: none"> • Circuit breakers (C/B) (inappropriately pulled/popped) • Secure stowage of interior equipment (incl. baggage) • Crew seats (manual or electrical) • Security/reinforced flight crew compartment door • General condition of flight crew compartment <p>A2 Emergency Exit (flight crew compartment)</p> <ul style="list-style-type: none"> • Access (easy/no blockings) • Escape ropes (secured) • Emergency exits (flight crew compartment) <p>A3 Equipment</p> <ul style="list-style-type: none"> • Awareness of different design philosophies of A/C systems (BITE, message displays/status) • Proper functioning (system test) <p>GPWS - TAWS</p> <ul style="list-style-type: none"> • General (basic principles) • Forward looking terrain avoidance function (7-channel SRPBZ ICAO compliant) • Presence of the equipment • Validity of GPWS database • System test - passed • CIS built A/C systems (SSOS, SPPZ and SRPBZ) <p>ACAS/TCAS II</p> <ul style="list-style-type: none"> • General (applicability and principles) • Mode S transponder and ACAS II (general) • System test <p>8.33 kHz radio channel spacing</p> <ul style="list-style-type: none"> • Selection of an 8.33 kHz channel • Presence of 6 or 5 digits (132.055 or 32.055) • Letter Y in field 10 of the flight plan <p>RNAV – BRNAV - PRNAV</p> <ul style="list-style-type: none"> • General (applicability and principles) • Special authorisation • Required equipment • Flight planning and completion of the flight <p>RVSM</p> <ul style="list-style-type: none"> • General (applicability and principles) • Special authorisation • Required equipment • Flight planning and completion of the flight <p>MNPS</p> <ul style="list-style-type: none"> • General (applicability and principles) • Special authorisation • Required equipment • Flight planning and completion of the flight 	<p>Objectives:</p> <p>Trainees should possess the relevant knowledge enabling them to inspect each item.</p>

A4 Manuals

- Operation manual (structure)
- Aircraft flight manual (structure)
- Competent Authority approval
- Update status
- Ex-Soviet-built aircraft Rukowodstwo or RLE
- Electronic flight bag (EFB class 1, 2 and 3)
- Content in relation to flight preparation

A5 Checklists

- Availability: within reach and update status
- Compliance with operator procedures (normal, abnormal and emergency)
- Appropriateness of checklist used (aircraft checklists)
- A/C system integrated checklists
- Ex-Soviet-built aircraft issues (pilot's checklist and flight engineer's checklist)

A6 Radio navigation/instrument charts

- Required charts (departure, en-route, destination and alternate):
- within reach and update status
- Validity of FMS database
- Electronic maps and charts
- The AIRAC Cycle

A7 Minimum equipment list (MEL)

- Availability: approval and update status
- Content: MEL reflects installed equipments
- Ex-Soviet-built aircraft: 'Rukowodstwo' content
- Relationship MEL/Master MEL
- CDL (configuration deviation list)

A8 Certificate of Registration

- Availability and accuracy
- Original documents and certified copies acceptability
- Presence of mandatory information on the certificate:
- Identification plate (type – location)

A9 Noise certificate

- Availability (if applicable)
- Multiple noise certification
- Approval status

A10 AOC or equivalent

- Availability (original or copy) and accuracy
- Content in compliance with requirements/format
- Content of operational specifications

A11 Radio (station) license

- Availability and accuracy
- Original documents and certified copies acceptability

A12 Certificate of Airworthiness (C of A)

- Format of Certificate of Airworthiness
- Original documents and certified copies acceptability
- Presence, accuracy and validity

A13 Flight preparation

- Presence and accuracy of operational flight plan
- Performance calculations
- Proper fuel calculation and monitoring
- Special considerations for ETOPS operations
- Availability and update of meteorological information
- Availability and update of NOTAMS

A14 Mass and balance calculation

- Availability and accuracy
- Data available for a verification by crew

A15 Hand fire extinguishers

- Validity, access and locations
- Mounting
- Types

A16 Life-jackets/flotation devices

- Validity, access and locations
- Applicability

A17 Harness

- Presence (and usage)
- Availability for all flight crew members
- Requirements for different crew positions
- Conditions (wearing)

A18 Oxygen equipment

- Presence, access and condition
- Oxygen cylinder pressure
- Minimum required according to the operations manual (in case of low pressure)
- Operational functional check of the combined oxygen and communication system (crew)

A19 Independent portable light

- Number of required independent portable light(s) (day/night)
- Condition, serviceability and access

A20 Flight crew licences

- Validity of crew licences and appropriate ratings
- Validation of foreign licences
- Validity of medical certificate
- Special medical conditions (spare glasses, etc.)
- Age limitations
- Minimum crew requirements

A21 Journey Log book

- Content of journey log book (recommendation/roman numerals)
- Examples of journey log books

A22 Maintenance Release

- Applicable requirements and duties of the PIC/ commander

A23 Defect notification and rectification (incl. technical log)

- Defects notification

<ul style="list-style-type: none"> • Cross check with MEL • History of defects/notification (incl. hold item list) <p>A24 Pre-flight inspection</p> <ul style="list-style-type: none"> • Applicable requirements and duties of the PIC 	
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MODULE (B)	
a. Ramp inspection items (b)	
<p>B1 General internal condition</p> <ul style="list-style-type: none"> • General condition • Safety and survival equipment • Design and construction <p>B2 Cabin Crew Stations and Crew Rest Area</p> <ul style="list-style-type: none"> • Cabin crew seats (number, material/fire resistant and condition, upright position/safety hazard) • Equipment <p>B3 First-aid kit/emergency medical kit</p> <ul style="list-style-type: none"> • Recommendation on contents (validity) • Locations of kits • Adequacy • Readily/access • Identifications/markings/seals <p>B4 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Validity, access and locations • Mounting • Types <p>B5 Life-jackets/flotation devices</p> <ul style="list-style-type: none"> • Validity, access and locations • Applicability • Different models of jackets and/or flotation devices on-board • Instructions for passengers (written and demonstration) <p>B6 Seat belt and seat condition</p> <ul style="list-style-type: none"> • Seats and belts (material/condition/installation) • Portable light (cabin crew) • Instructions for passengers (written and demonstration) • Opening assistance systems <p>B7 Emergency exit, lighting and marking, independent portable light</p> <ul style="list-style-type: none"> • Evacuation signs • Lighting and marking (passenger compartment) • Independent Portable light <p>B8 Slides/life-rafts/ELTs</p> <ul style="list-style-type: none"> • Slides/rafts general (locations, types) • Serviceability - pressure gauge/green band • Instructions for passengers (written and demonstration) • Emergency locator transmitter (ELT) (general/types/location) <p>B9 Oxygen supply (cabin crew and passengers)</p> <ul style="list-style-type: none"> • Oxygen supply: cylinders and generators 	<p>Objectives:</p> <p>Trainees should possess the relevant knowledge enabling them to inspect each item.</p>

<ul style="list-style-type: none"> • Serviceability - pressure gauge/green band • Models/A/C types • Drop-out panels/storage of masks <p>B10 Safety instructions</p> <ul style="list-style-type: none"> • Availability and accuracy <p>B11 Cabin crew members</p> <ul style="list-style-type: none"> • Appropriate number of cabin crew (A/C type) • Refuelling with passengers on-board (crew positions) <p>B12 Access to emergency exits</p> <ul style="list-style-type: none"> • Number and location of exits • Different models and sizes (A/C type) • Obstructions • Instructions for passengers (written and demonstration) <p>B13 Stowage of passenger baggage's (cabin luggage)</p> <ul style="list-style-type: none"> • Proper storage (size, weight and number) • Safety risks <p>B14 Seat capacity</p> <ul style="list-style-type: none"> • Numbers of seats (A/C type) • Max number of passengers (A/C type) 	
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MODULE (C)	
RAMP INSPECTION ITEMS (C)	
<p>C1 General External Condition</p> <ul style="list-style-type: none"> • Corrosion (different corrosion types) • Cleanliness and contamination (fuselage and wings) • Windows and windshields (delamination) • Exterior lights (landing lights, NAV-lights, strobes, beacon ...) • Markings • De-icing requirements <p>C2 Doors and hatches</p> <ul style="list-style-type: none"> • Door types (normal – emergency – cargo doors) • Markings and placards of doors • Operating instructions of doors • Condition and possible damages <p>C3 Flight controls</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion and loose parts • Rotor head condition • Leakage <p>C4 Wheels, tyres and brakes</p> <ul style="list-style-type: none"> • Tyre pressure (cockpit indications/wheel integrated gauge) • Brake condition • Condition and possible damages, leaking and loose parts <p>C5 Undercarriage</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion and loose parts • Strut (and tilt cylinder) pressure <p>C6 Wheel well</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion, leaks and loose parts <p>C7 Powerplant and pylon</p> <ul style="list-style-type: none"> • Cowlings, cowl doors and blow-out doors • Condition and possible damages, corrosion, leaks and loose parts • Pylon, pylon doors, blow-out panels and missing rivets • Condition and possible damages, corrosion, leaks and loose parts • Reversers' condition <p>C8 Fan blades, propellers, rotors</p> <ul style="list-style-type: none"> • Types of fan blades/propellers/rotors • Foreign object damage (FOD), (dents, nicks, blade bending) • De-icing (boots and heating elements) 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>

<p>C9 Obvious repairs</p> <ul style="list-style-type: none"> • Obvious repairs/maintenance release, technical log, <p>C1.0 Obvious unprepared damage</p> <ul style="list-style-type: none"> • Damages/missing maintenance release, technical log, • Assessment of damage <p>C11 Leakage</p> <ul style="list-style-type: none"> • Obvious leakage, technical log, • Types and assessment of leakage • Toilet leaks/blue ice etc. 	
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MODULE (D)	
Ramp inspections items (D)	
<p>D1 General condition of cargo compartment</p> <ul style="list-style-type: none"> • Structures, wall panels, wall sealing • Fire detection & extinguishing systems • Blow-out panels • 9G-net • Containers • Loading instructions/door instructions • Damage <p>D2 Dangerous goods</p> <ul style="list-style-type: none"> • Notification to the pilot-in-command/commander • Segregation and accessibility • Packaging and labelling • Limitations/restrictions (cargo aircraft) goods) <p>D3 Cargo stowage</p> <ul style="list-style-type: none"> • Loading instructions (placards, wall markings) • Flight kit (secured) • Pallets, nets, straps, containers (secured) • Loading limitations (weight, size and height) <p>E1 General</p> <ul style="list-style-type: none"> • All the general items that may have a direct relation with the safety of the aircraft or its occupants 	<p>Objectives: Trainees should possess the relevant knowledge enabling them to inspect each item.</p>

AMC2 ARO.RAMP.115(b)(2)(i) Qualification of ramp inspectors

SYLLABUS OF PRACTICAL TRAINING FOR RAMP INSPECTORS - INITIAL (PRACTICAL) TRAINING COURSE

- Module (A): Flight crew compartment inspection items
- Module (B): Cabin safety inspection items
- Module (C): Aircraft condition inspection items
- Module (D): Cargo inspection items

MODULE A (Flight crew compartment inspection items)	
<p>A1 General condition (of flight crew compartment)</p> <ul style="list-style-type: none"> • Security/reinforced door (how to recognise) • Reinforced flight crew compartment door installations/locking functions (with a real example) • C/Bs/ circuit breakers (recognise pulled/popped) • Crew seats/serviceability (functions of seats/manual – electrical) • Examples of storage of flight cases and crew luggage (possible safety hazards) • Check cleanness of flight crew compartment <p>A2 Emergency exit (flight crew compartment)</p> <ul style="list-style-type: none"> • Recognise easy access (no blockings) • Escape ropes (check if secured) <p>A3 Equipment</p> <p>GPWS-TAWS:</p> <ul style="list-style-type: none"> • GPWS, locate instruments in cockpit • Aural warning test demonstrating: Sounds/display patterns • Recognise CIS-built A/C systems (if possible): SSOS – SPPZ – SRPBZ <p>ACAS/TCAS II</p> <ul style="list-style-type: none"> • Locate instruments in cockpit • Mode S transponder and ACAS II (locate and check the model) • System warning test/indications <p>8.33 kHz radio channel spacing</p> <ul style="list-style-type: none"> • Indication in the flight plan (examples) • How to check real channel spacing during the inspection (performed with real radios or approved training devices) <p>A4 Manuals (flight manuals only)</p> <ul style="list-style-type: none"> • Operations manual: (content/handling exercise) • Aircraft flight manual (examples) • Electronic manuals (lap-tops)/integrated systems <p>A5 Checklists</p> <ul style="list-style-type: none"> • Check validity normal-, abnormal-, emergency checklists and 'quick reference handbook' • Meaning of 'available'/within reach (case study/ examples) • A/C sys integrated checklists (demonstration of system) • Ex-Soviet-built A/C checklists (recognise/examples) <p>A6 Radio navigation/instrument charts</p> <ul style="list-style-type: none"> • Check the covering of charts • En-route and instruments approach charts (view examples) • Locations in the flight crew compartment • Electronic maps and charts (examples) • Check updating markings of the charts and folders. • FMS navigation data-base (check the "INIT" page for validity) <p>A7 Minimum equipment list (MEL)</p> <ul style="list-style-type: none"> • Check the deferred defects are in accordance with the MEL instructions • Inspect MEL according the current MMEL • Approval (check) 	<p>Objectives:</p> <p>Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>

<ul style="list-style-type: none"> • 'Rukowodstwo' (examples) <p>A8 Certificate of Registration (CoR)</p> <ul style="list-style-type: none"> • Content and accuracy of the Certificate of Registration (various examples/check) • Requirements of certified true copy (examples of copies) • Common location in the A/C • Identification plate/show various locations in A/C <p>A9 Noise certificate</p> <ul style="list-style-type: none"> • Format of the noise certificate • Content of noise certificate/approval/(check) <p>A10 Air Operator Certificate (AOC) or equivalent</p> <ul style="list-style-type: none"> • Format of the air operator certificate • Content and accuracy of AOC/approval (check compliance with the requirement) • Show location (A/C documents or door) <p>A11 Radio (station) licence</p> <ul style="list-style-type: none"> • Format of the radio station licence (examples) • Show location (a/c documents or door) <p>A12 Certificate of Airworthiness (C of A)</p> <ul style="list-style-type: none"> • Check certificate and content (recognise standard form) • Accuracy and validity (check) • Show location (A/C documents or door) <p>A13 Flight preparation</p> <ul style="list-style-type: none"> • Check operational flight plan, proper filling and relevant documents • Proper fuel calculation and monitoring (demonstration of various examples) • NOTAMs/check validity (examples) • Weather information/available and within reach (demonstrate updated reports/examples) <p>A14 Mass and balance calculation</p> <ul style="list-style-type: none"> • Check examples of different type weight and balance sheets/A/C types (manual and computerised) <p>A15 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Locations/access (flight crew compartment visit) • Condition and pressure gauge • Familiarise with different date markings (inspection date or expiry date) • Mountings (review examples) • Types (review examples) <p>A16 Life-jackets/flotation devices</p> <ul style="list-style-type: none"> • Locations • Familiarise with date markings • Extra raft location in flight crew compartment (installation, pressure gauge) <p>A17 Harness</p> <ul style="list-style-type: none"> • Worn out (examples) • Locks (common problems) <p>A18 Oxygen equipment</p>	
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<ul style="list-style-type: none"> • Storage of masks (Quick Donning/Balloon) • Pressure gauge (check green band) • Radio boom – mask check <p>A19 Independent Portable light</p> <ul style="list-style-type: none"> • Locations • Operational check <p>A20 Flight crew licences</p> <ul style="list-style-type: none"> • Licenses of personnel: <ul style="list-style-type: none"> - endorsement of certificates and licenses - validity of endorsed certificates and licenses - language proficiency - medical certificate (spare glasses etc.) - validity of licences • Aeroplane flight crew: <ul style="list-style-type: none"> - composition of the flight crew - age limitations <p>A21 Journey logbook</p> <ul style="list-style-type: none"> • Content of journey log book (check markings and comply with the requirement) • Responsibility of signing log book (example) <p>A22 Maintenance release</p> <ul style="list-style-type: none"> • Aeroplane maintenance (maintenance record) • Maintenance release, general (checkmark or sign) • Relevant release for service (examples) <p>A23 Defect notification and rectification (incl. Tech Log)</p> <ul style="list-style-type: none"> • Open defects • History of defects (including hold item list) <p>A24 Pre-flight inspection</p> <ul style="list-style-type: none"> • Pre-flight inspection sheet and journey log book (presence and signed off) 	
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MODULE B (Cabin Safety)	
<p>B1 General internal condition (cabin)</p> <ul style="list-style-type: none"> • Safety and survival equipment (cabin visit for the locations) • Design and construction (familiarise with different type cabins) • Recognise loose carpet and damaged floor panel • System design features: <ul style="list-style-type: none"> - recognise right materials (<i>Cabin visit</i>) - lavatory smoke detection system/<i>Cabin visit for the locations</i> - built-in fire extinguisher system for each receptacle intended for disposal of towels, paper or waste (how to check extinguishers)/<i>Cabin visit for the locations</i> • Check that normal and abnormal duties by cabin crew may be performed without hindrance (<i>Guided tour in cabin for demonstration of duties</i>) <p>B2 Cabin crew stations and crew rest area</p> <ul style="list-style-type: none"> • Cabin crew seats (cabin visit for number, material and condition) • Cabin crew seats upright position (case study/ recognise safety hazard) • Familiarise with problems with belt wearing and fast locks • Familiarise with seat attachment to the floor or wall 	<p>Objectives:</p> <p>Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>

<ul style="list-style-type: none"> • Easy access to emergency equipment (cabin visit for locations and condition) <p>B3 First-aid kit/emergency medical kit</p> <ul style="list-style-type: none"> • Cabin visit for locations (readily/access) • Adequacy (how to determine) • Confirmation that contents match the relevant checklist • Identifications/markings/seals (examples) <p>B4 Hand fire extinguishers</p> <ul style="list-style-type: none"> • Cabin visit for locations (readily/access) • Checking serviceability <p>B5 Life-jackets/flotation devices</p> <ul style="list-style-type: none"> • Different models of life- jackets and flotation devices • Instructions for passengers • Condition and serviceability <p>B6 Seat belt and seat condition</p> <ul style="list-style-type: none"> • Seat belt material/condition (examples) • Recognise common problems with fast locks • Recognise common problems with seat belt wearing • Installation of seat belts (hazard to block evacuation) • Extra belts (locations) • Passenger seats (number and condition) • Passenger seat materials/fire resistant (recognise right materials) • Seat attach to the cabin floor (how to check) <p>B7 Emergency exit, lighting and marking, independent portable light</p> <ul style="list-style-type: none"> • Lighting and marking (cabin visit for locations and condition) • Condition and serviceability of exits • Instructions for passengers • Availability, serviceability and easy access of independent Portable light <p>B8 Slides/life-rafts/ELT's</p> <ul style="list-style-type: none"> • Slides/rafts general (cabin visit for locations and condition) • Check pressure gauge and recognise green band • Recognise condition of slides and rafts and familiarise with expiry date markings • Emergency locator transmitter (ELT) (cabin visit for locations and condition) • Automatic fixed ELT (examples/how to recognise) • Automatic portable ELT (examples/how to recognise) • Automatic deployable ELT (examples/how to recognise) <p>B9 Oxygen supply (cabin crew and passengers)</p> <ul style="list-style-type: none"> • Check oxygen supply (cylinders and generators) (cabin visit for locations and condition) • Check the cylinder pressure gauge and recognise green band • Drop-out panels (cabin visit for locations and condition) • Storage of masks/serviceability <p>B10 Safety instructions</p> <ul style="list-style-type: none"> • The meaning of available (within reach) • The meaning of accuracy/A/C types (recognise difference in instructions) • Content of instructions <p>B11 Cabin crew members</p>	
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<ul style="list-style-type: none"> • Appropriate number of cabin crew (how to check) • Refuelling with passengers on board (check cabin crew positions) • Cabin crew member's type training document (familiarise with different types) <p>B12 Access to emergency exits</p> <ul style="list-style-type: none"> • Number and location of exits • Different models and sizes (A/C type) • Instructions for passengers (written and demonstration) • Obstructions (requirement on the projected opening) <p>B13 Stowage of passenger baggage (cabin luggage)</p> <ul style="list-style-type: none"> • Recognise proper storage (size, weight and number) • Familiarise and recognise safety risks (case study) <p>B14 Seat capacity</p> <ul style="list-style-type: none"> • Max number of passengers according to the cabin configuration • Compare the numbers of passenger and the number of serviceable seats • Interrelation with other inspection items: maximum number of passengers influenced by: B6 (inoperative seat) and/or B7 (inoperative exit) 	
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3.MODULE C (aircraft condition)	
<p>C1 General external condition</p> <ul style="list-style-type: none"> • Recognise presence of ice, snow and frost • Condition of paint (familiarise when loose of painting is problem) • Recognise legibility of aircraft's markings (registration) • Corrosion (familiarise and recognise different corrosion types) • Cleanliness and contamination of fuselage and wings (familiarise and recognise) • Windshields (recognise delaminating) • Windows (recognise damages and problems) • Exterior lights (landing lights, NAV-lights, strobes, beacon, etc.) (check the condition) • Recognise marks of lightning strike <p>C2 Doors and hatches</p> <ul style="list-style-type: none"> • Familiarise with different door types/structures (aircraft visit for locations) • Cockpit indications of doors (flight crew compartment visit) • Familiarise with markings and placards of doors • Operating instructions of doors (recognise hazards if lack of markings) • Recognise normal condition and possible damages/loosing parts <p>C3 Flight controls</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion and loose parts • Recognise marks of lightning strike • Familiarise with static dischargers (recognise when missing) • Recognise possible defects and damages <p>C4 Wheels, tyres and brakes</p> <ul style="list-style-type: none"> • Familiarise with different tyre models • Familiarise with different brake assemblies • Familiarise with maintenance manual limits 	<p>Objectives: Trainees should be able to use their technical knowledge and ramp inspection techniques in a satisfactory manner during the subsequent on-the-job training</p>

<ul style="list-style-type: none"> • Recognise brake wearing indicator 'pin' (examples/locations) • Recognise normal condition and possible damages, leaking and loose parts • Tyre wear/tyre pressure (check) <p>C5 Undercarriage</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion and loose parts • Proper strut (and tilt cylinder pressure) • Lubrication (recognise signs of lubrication) • Familiarise with marking placards • Recognise bonding wires • Possible defects and damages <p>C6 Wheel well</p> <ul style="list-style-type: none"> • Condition and possible damages, corrosion and loose parts • Lubrication (recognise signs of lubrication) • Familiarise with marking placards • Recognise bonding wires • Possible defects and damages <p>C7 Powerplant and pylon</p> <ul style="list-style-type: none"> • Powerplants (type of engines) • Cowlings, cowling doors and blow-out doors • Leaks (hydraulic, fuel, oil) • Condition and possible damages, corrosion, leaks and loose parts • Recognise engine sensors (condition) • Possible defects and damages • Pylon (types of pylons) - Recognise pylon doors, panels and blow-out panels and loose rivets – bolts • Reverser's condition (broken hinges and proper closure) <p>C8 Fan blades, propellers, rotors</p> <ul style="list-style-type: none"> • Typical foreign object damages (FOD), (examples of dents, nicks and blade bending) • Recognise looseness of blades in hub • Possible defects and damages (familiarise with procedures related to compliance with engine maintenance manual) • Check de-icing boots <p>C9 Obvious repairs</p> <ul style="list-style-type: none"> • Recognise obvious repairs (examples) • Maintenance release/technical log <p>C10 Obvious unrepaired damage</p> <ul style="list-style-type: none"> • Recognise obvious damages (examples) • Damages/maintenance release/technical log • Recognise assessment of damage (examples) <p>C11 Leakage</p> <ul style="list-style-type: none"> • Fluid leaks outside of limits (examples fuel, hydraulic, oil) • Obvious leak: check the maintenance release, technical log • Recognise toilet leaks (blue ice examples) • Recognise de-icing fluids on the A/C (aircraft visit for locations) 	
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MODULE D (Cargo)	
<p>D1 General condition of cargo compartment</p> <ul style="list-style-type: none"> • Cargo compartment (aircraft visit for locations) • Check wall panels • Recognise wall sealing • Familiarise with A/C systems in cargo compartment: <ul style="list-style-type: none"> - fire containment, detection and extinguishing systems - ventilation - heating - loading systems (rollers) - lighting • Recognise blow-out panels • Familiarise with 9G-net • Cargo restraining devices • Check cargo door sealing for ETOPS • Containers • Loading instructions/door instructions • Damages in cargo compartment • Recognise obvious repairs in cargo compartment <p>D2 Dangerous goods (DG)</p> <ul style="list-style-type: none"> • How to recognise the special authorisation to transport DG • Assessing the scope of the authorisation (different classes) • Notification to Captain (NOTOC) format and content • Segregation and accessibility • Examples of packaging and labelling of DG • Identifying limitations and restrictions for certain (sub)classes of DG • Identification and removal of contamination with DG <p>D3 Secure cargo stowage</p> <ul style="list-style-type: none"> • Cargo bay (guided visit for locations) • Loading instructions (placards, wall markings/tidiness) • Familiarise with flight kit/spare wheel (secured) • Familiarise with pallets, nets, straps, containers (secured) • Recognising loading limits (weight and height) 	

AMC1 ARO.RAMP.115(b)(3) Qualification of ramp inspectors**RECURRENT TRAINING**

- (a) Once qualified, ramp inspectors should undergo recurrent training in order to be kept up-to-date.
- (b) The competent authority should ensure that all ramp inspectors undergo recurrent training at least once every 3 years after being qualified as ramp inspectors or when deemed necessary by the competent authority or the Agency, e.g. after major changes in the inspection procedures. The Agency will inform the competent authority of such necessity.
- (c) Recurrent training should be delivered by a competent authority or by an approved training organisation.
- (d) The recurrent training should cover at least the following elements:
 - (1) new regulatory and procedural developments;
 - (2) new operational practices;
 - (3) articulation review of other European processes and regulations (list of banned operators or aircraft pursuant to Regulation (EC) No 2111/2005, authorisation of third-country operators); using data collected through ramp inspections; and
 - (4) standardisation and harmonisation issues.

AMC2 ARO.RAMP.115(b)(3) Qualification of ramp inspectors**RECENT EXPERIENCE REQUIREMENTS**

- (a) The minimum number of inspections required for ramp inspectors to maintain their qualification should be conducted during any 12-month period after undergoing training, evenly spread during such intervals.
- (b) This number may be reduced by the number of inspections on aircraft operated by domestic operators if the inspector is also a qualified flight operations, ramp or airworthiness inspector of a competent authority and is regularly engaged in the oversight of such operators.
- (c) If the inspector loses his/her qualification as a result of not reaching the minimum number of inspections mentioned in (a) he/she may be requalified by the competent authority by performing a number of inspections under the supervision of a senior ramp inspector. The number of supervised inspections should not be less than half the number of missed inspections according to the minimum requirement. The time between these two inspections should be not more than 90 calendar days.
- (d) If the inspector loses his/her qualification because he/she has not been engaged in performing inspections on aircraft for more than 12 months, he/she may be requalified by the competent authority only after successfully completing on-the-job-training as prescribed in GM2 ARO.RAMP.115(b)(2) and any recurrent training required.
- (e) If the inspector loses his/her qualification because he/she has not been engaged in performing inspections on aircraft for more than 36 months, he/she should be fully requalified by successfully completing initial theoretical, practical and on-the-job training.
- (f) The competent authority should ensure that all ramp inspectors undergo recurrent training at least once every 3 years after being qualified as ramp inspectors and whenever deemed necessary by the Agency due to significant changes of the ramp inspection programme.

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

- (a) The training organisation should appoint a manager who is responsible for ensuring that training courses are managed and carried out in accordance with the following criteria:
- (1) The training organisation should contract sufficient personnel to develop and deliver ramp inspection training courses in accordance with the technical criteria required by the Agency.
 - (2) The size and structure of training facilities should ensure protection from the prevailing weather elements and proper operation of all planned training and examination on any particular day.
 - (3) Fully enclosed appropriate accommodation, separate from other facilities, should be provided for the instruction. In case the training will be given in other facilities than its own training facility, such facility should meet the same criteria.
 - (4) Classrooms should have appropriate presentation equipment, of a standard that ensures students can easily read presentation text/drawings/diagrams and figures from any position in the classroom.
 - (5) The training organisation should establish appropriate procedures to ensure proper training standards and compliance with the applicable criteria, including a quality system to ensure adequate control of the training preparation and delivery process.
 - (6) The training should be conducted in the English language with the aim to train the trainee in the jargon to be used during the ramp inspection.
 - (7) The training organisation should demonstrate that compliance with the applicable criteria is maintained in time, and that the content of the training course is always kept in line with the applicable syllabi.
 - (8) The training organisation should put in place a system to evaluate the effectiveness of training provided, based upon feedback collected from course participants after each training delivery. An annual review summarising the results of the feedback system together with the training organisation's corrective actions (if any) shall be sent to the Agency.
 - (i) Training organisations providing ramp inspection training courses should use only training instructors meeting the experience and qualifications criteria listed hereunder:
 - (ii) knowledge of the EU Ramp Inspection Programme;
 - (iii) knowledge of training delivery methods and techniques;
 - (iv) for instructors delivering training on inspection items and/or delivering practical training:
 - (A) meets the eligibility requirements for inspectors;
 - (B) knowledge of the ramp inspection methodology through participation, as an inspector or as an observer under the guidance of a senior ramp inspector, in at least 30 inspections in the previous 5 years before being nominated as an instructor.
 - (v) for instructors delivering training on the regulatory framework and general ramp inspection process, at least 2 years of direct experience in the EU ramp inspection programme (previous SAFA Programme), e.g. either as an inspector or as a national coordinator or as an aviation safety regulations/legislation expert.
 - (9) Fulfilment of the criteria above should be attested by the training organisation based, as a minimum, on individual self-declaration.
 - (10) Training organisations should only employ training instructors that have maintained their proficiency by performing or observing a minimum of six ramp inspections per year.

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

GM1 ARO.RAMP.115(c) Qualification of ramp inspectors

CHECKLIST FOR THE EVALUATION OF A 3RD PARTY TRAINING ORGANISATION

The competent authority should ensure that their training programmes and/or their systems for the evaluation of third party training organisations are amended accordingly to reflect any recommendations arising from the standardisation audits conducted by the Agency in accordance with Regulation (EC) No 736/2006⁵.

GM2 ARO.RAMP.115(c) Qualification of ramp inspectors

CHECKLIST FOR THE EVALUATION OF A 3RD PARTY TRAINING ORGANISATION

1 ORGANISATIONAL STRUCTURE				
No.	DESCRIPTION	YES	NO	REMARKS
1	Has a manager with corporate authority been appointed?			
2	Has the training provider contracted enough personnel to develop and deliver EU ramp inspection training?			
3	Is the development and delivery of training in accordance with the technical criteria required by the Agency?			
2 FACILITIES				
No.	DESCRIPTION	YES	NO	REMARKS
1	Does the size and structure of the available training facilities ensure adequate protection against weather elements?			
2	Does the size and structure of the available training facilities provide proper training activities?			
3 INSTRUCTIONAL EQUIPMENT				
No.	DESCRIPTION	YES	NO	REMARKS
1	Is the presentation equipment appropriate for the training to be delivered?			
2	Can the trainees easily read the presented material from any position in the classroom?			

⁵ OJ L 129, 17.5.2006, p.10.

4 TRAINING PROCEDURE				
No.	DESCRIPTION	YES	NO	REMARKS
1	Has the training provider established appropriate procedures to ensure proper training standards?			
2	Has the training provider established a system to control the training preparation and delivery process?			
3	Is the course material written in the English language and will the course be given in the English language?			
4	Has the training provider demonstrated how compliance with technical criteria is maintained in time and kept in line with the training syllabi?			
5	Has the training provider developed a system to evaluate the effectiveness of training provided?			
6	Has the training provider devised a system to evaluate the effectiveness of the training based upon the feedback received?			

GM3 ARO.RAMP.115(c) Qualification of ramp inspectors

CHECKLIST FOR THE EVALUATION OF RAMP INSPECTIONS TRAINING INSTRUCTORS

1 Qualification Criteria				
No.	DESCRIPTION	YES	NO	REMARKS
1	Do the instructors possess knowledge of the EU Ramp Inspection Programme?			
2	Do the instructors have the knowledge on training methods and techniques?			
3	Do the instructors delivering training on inspection items/practical training meet the eligibility and inspection experience requirements?			
4	Do the other instructors meet the working experience criteria?			
2 Qualification records				
No.	DESCRIPTION	YES	NO	REMARKS
1	Has the training organisation created and maintained proper records on their instructors?			

3 Recent experience and recurrent training				
No.	DESCRIPTION	YES	NO	REMARKS
1	Do the instructors meet, if applicable, the requirements on recent experience?			
2	Do the instructors meet the requirements on recurrent training?			

ADDITIONAL REMARKS

AMC1 ARO.RAMP.120 Approval of training organisations

TRAINING ORGANISATIONS PROVIDING TRAINING TO RAMP INSPECTORS

- (a) The competent authority employing a third party organisation for the purpose of ramp inspections related training should put in place a system to evaluate such an organisation. The system should be simple, transparent and proportionate. Such a system should take into account evaluations conducted by other Member State authorities.
- (b) When an evaluation is performed by the Agency on behalf of a competent authority the result of this evaluation should be used by any Member State as a basis for its own evaluation.
- (c) For each qualified training organisation, a competent authority should communicate to the Agency the following details:
 - (1) full legal name;
 - (2) address; and
 - (3) scope of training (i.e. theoretical training, practical training and a combination of these trainings).

AMC1 ARO.RAMP.125(b) Conduct of Ramp inspections

GENERAL

- (a) Ramp inspections should be performed by inspectors possessing the necessary knowledge relevant to the area of inspection whereby technical, airworthiness and operational knowledge must be represented in case all items of the checklist are being verified. When a ramp inspection is performed by two or more inspectors, the main elements of the inspection - the visual inspection of the aircraft exterior, the inspection in the flight deck and the inspection of the passenger cabin and/or cargo compartments - may be divided among the inspectors, according to their privileges granted in accordance with ARO.RAMP.115.
- (b) The competent authority should put in place appropriate procedures to allow them unrestricted access to the aircraft to be inspected. In this respect ramp inspectors should possess adequate credentials.
- (c) Inspectors should identify themselves to the pilot-in-command/commander of the aircraft or, in his/her absence, to a member of the flight crew or to the most senior representative of the operator prior to commencing the on-board part of their ramp inspection. When it is not possible to inform any representative of the operator or when there is no such representative present in or near the aircraft, the general principle should be not to perform a ramp inspection. In special circumstances it may be decided to perform a ramp inspection but this should be limited to a visual check of the aircraft exterior.

- (d) The inspection should be as comprehensive as possible within the time and resources available. This means that if only a limited amount of time or resources is available, not all inspection items but a reduced number may be verified. According to the time and resources available for a ramp inspection, the items that are to be inspected should be selected accordingly in conformity with the objectives of the ramp inspection programme. Items not being inspected may be inspected during a next inspection.
- (e) Inspectors should show tact and diplomacy when performing a ramp inspection. A certain amount of inconvenience to flight and cabin crews, handling agents and other personnel involved in ground handling activities may arise but inspectors should try to reduce it to the minimum. Unnecessary contact with passengers should be avoided.
- (f) Ramp inspectors should not open any hatches, doors or panels themselves nor should they operate or interfere with any aircraft controls or equipment. When such actions are required for the scope of the inspection, the ramp inspectors should request the assistance of the operator's personnel (flight crew, cabin crew, ground crew).
- (g) The items to be inspected should be selected from the ramp inspection checklist (see Appendices III and IV). The ramp inspection checklist contains a total of 54 items. Of these, 24 relate to operational requirements (A-items) to be checked on the flight crew compartment, 14 items address safety and cabin items (B-items), 12 items are concerning the aircraft condition (C-items) and three items (D-items) are related to the inspection of cargo (including dangerous goods) and the cargo compartment. In case of any general inspection items not addressed by the other items of the checklist, they may be administered by the E-item (General) of the checklist.
- (h) Items which have been inspected as well as any possible findings and observations will be recorded in the Ramp Inspections Report (see Appendices III and IV).
- (i) ARO.RAMP.125 (c) requires that the operator is informed about the results of every ramp inspection by providing it with a copy of the Proof of Inspection (see Appendix III). A signed acknowledgement of receipt should be requested from the recipient and retained by the inspector. Refusal by the recipient to sign should be recorded in the document.

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

UNREASONABLE DELAY

The inspector(s) intending to conduct the ramp inspection should be able to start the inspection immediately. The inspector(s) should ensure that the inspection can be carried out expeditiously. Delays related to the availability of the inspector(s) or the necessary inspection documentation or similar avoidable reasons of delay caused by the inspector(s), which are not directly related to safety, should be avoided without exception.