

# EU Ramp Inspection Programme

- 1994/95 ECAC planerar ett Ramp Inspection Programme (SAFA)
- Flight BHY301 1996
- Startade 1996 (frivillig basis) Tyskland är pådrivande
- 2004 obligatoriskt för EU medlemsstater
- 50 stater deltar i programmet: EU +

*Albania, Armenia, Australia, Azerbaijan, Bosnia and Herzegovina, Canada, Georgia, ~~Iceland~~, Israel, Republic of Moldova, Monaco, Montenegro, Morocco, Norway, Serbia, Singapore, Switzerland, The Republic of North Macedonia, Turkey, UK, Ukraine, United Arab Emirates (USA. Brasilien, Syd Korea?)*

- Ca 13 000 inspektioner/år
- Central Databas (EASA Köln)

Nationality	Passengers	Crew	Total
Germany	167	-	167
Poland	9	-	9
Turkey	-	11	11
Dominican Republic	-	2	2
<b>Total</b>	<b>176</b>	<b>13</b>	<b>189</b>





# Standardiserat

- Standardiserade grundutbildningar för inspektörer
- "Recurrent" utbildning vart tredje år
- Samma checklistor
- Standardiserade anmärkningar (ca 95%)
- Standardiserad nivå/riskbedömning på anmärkningar
- Standardiseringsbesök från EASA
- RICS möte 2ggr/år Ramp Inspection Coordination and Standardise
- Utbytesprogram (frivilligt)



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	I	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists do not conform with the checklist details in the operations manual	SAFA-A05-01	Indicate what details do not conform

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	I	2	A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	Checklists do not conform with the checklist details in the operations manual	SAFA-A05-01	Indicate what details do not conform

# Transportstyrelsen

- Under Sektionen för flygbolag *Staffan Söderberg*
- 7 inspektörer (de flesta ca 10% av tjänsten)
- En Nationell Koordinator (NCO) *Dan Lindblom*
- En Koordinator för svenska operatörer (CNO)  
*Hans Winterstam*
- Arbetar mestadels 2 inspektörer/inspektion  
*En med flygteknisk bakgrund*  
*En med flygoperativ bakgrund*

# Vad tittar vi på

- Checklista 53 punkter
- Exempelvis

Utvändigt skick av flygplanet

Lastutrymme/last

Säkerhetsutrustning i kabin

Fria nödutrymningsvägar

Utrustning och skick i cockpit

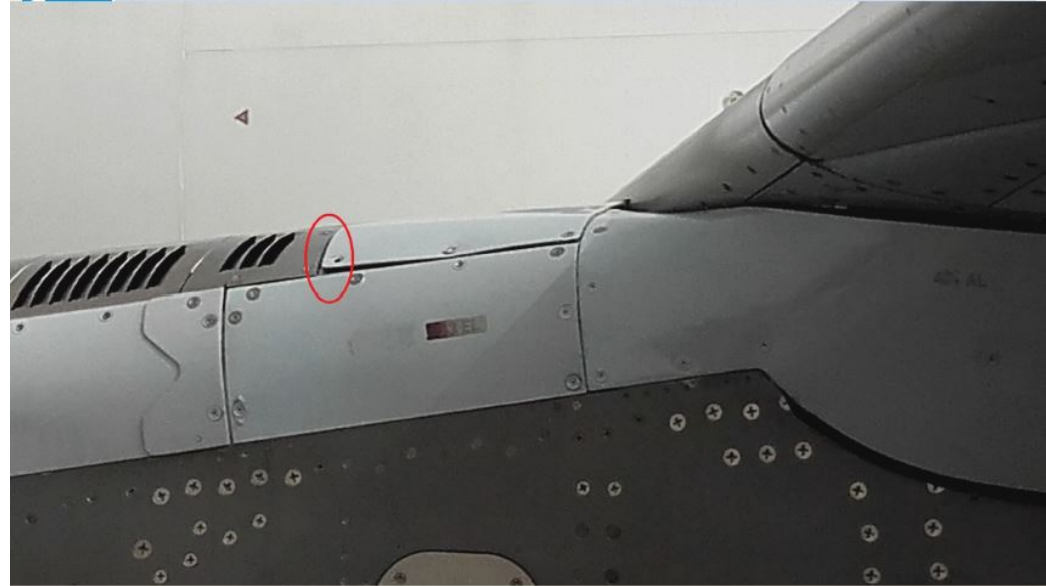
Certifikat och behörigheter

Bränsle och vikt/balansberäkningar

Handböcker

Luftfartygshandlingar

Procedurer









REGISTRATION		(4) Number required for dispatch	(5) Remarks or Exceptions
Global Positioning System (GPS)			
H-FCL, PH-HCL, Y-OC, PH-RCI	C 1 0		(O) May be inoperative for positioning flights (OM A 8.7) only, to position the aircraft to a suitable maintenance base where repairs can be made, provided an exemption for the requirement of minimum navigation performance has been made by the applicable ATS for the route of operation and the aircraft can be navigated on ground based navigation aids (e.g. VOR, DME and NDB)
	D 2 1		
	C 2 0		Any in excess of one may be inoperative (O) May be inoperative for positioning flights (OM A 8.7) only, to position the aircraft to a suitable maintenance base where repairs can be made, provided an exemption for the requirement of minimum navigation performance has been made by the applicable ATS for the route of operation and the aircraft can be navigated on ground based navigation aids (e.g. VOR, DME and NDB)

NOTE: Items, which are installed but not required, may be inoperative provided there is no effect on workload, crew training, procedures etc.

and received before commencement of the flight.

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**STANDARD AIRWORTHINESS CERTIFICATE**

1. NATIONALITY AND REGISTRATION MARKS <b>N907OU</b>	2. MANUFACTURER AND MODEL <b>Boeing 737-222</b>	3. AIRCRAFT SERIAL NUMBER <b>19951</b>	4. CATEGORY <b>Transport</b>
--------------------------------------------------------	----------------------------------------------------	-------------------------------------------	---------------------------------

5. AUTHORITY AND BASIS FOR ISSUANCE  
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as prescribed by Annex 8 to the Convention on International Civil Aviation, except as noted herein.  
**Exemption from FAR 25.14 - No. 575 - Exemption from 25.1001 - allow takeoff weight 115% of maximum landing weight.**

6. TERMS AND CONDITIONS  
This airworthiness certificate is issued, provided, as a condition of its use, the holder complies with the applicable provisions of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE <b>8-27-69</b>	FAA REPRESENTATIVE <b>F. O. Hall</b>	DESIGNATION NUMBER <b>DMTR No. 1032</b>
------------------------------------	-----------------------------------------	--------------------------------------------

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

**FAA Form 0100-2 (7-67) FORMERLY FAA FORM 1362** DPO 180-0-07-273

UNITED STATES OF AMERICA XI  
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

IV NAME  
**JOHN ALLEN DOE**

V ADDRESS **123 MAIN STREET  
OKLAHOMA CITY, OK 73169**

VI NATIONALITY USA SEX HEIGHT WEIGHT HAIR EYES  
IVa D.O.B. 02 FEB 1970 M 67 150 BROWN BLUE

IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II	AIRLINE TRANSPORT PILOT
III	CERTIFICATE NUMBER <b>1234567</b>
X	DATE OF ISSUE <b>09 MAR 2016</b>

XIV *[Signature]*  
VIII ADMINISTRATOR


JOHN ALLEN DOE 1234567

XII RATINGS  
AIRLINE TRANSPORT PILOT  
AIRPLANE MULTIENGINE LAND  
B-737; CE-500; DA-50; G-IV; G-V

XIII LIMITATIONS  
ENGLISH PROFICIENT

VII SIGNATURE OF HOLDER  
*John Allen Doe*



Proof of Ramp Inspection			
Date:	Time:	Place:	
Operator:	State:	AOC no.:	
Route from:	Flight no.:	Route to:	Flight no.:
Flight type (ICAO Annex 6) Part I <input type="checkbox"/> Part II <input type="checkbox"/> Part III <input type="checkbox"/>	Chartered by Operator:	Aircraft type:	Aircraft configuration: Pass <input type="checkbox"/> Cargo <input type="checkbox"/> Combi <input type="checkbox"/>
Charterer's size:	Registration mark:	Registration mark:	Construction no.:
Flight crew state(s) of licensing: 1 <sup>st</sup> : 2 <sup>nd</sup> :	Acknowledgement of Receipt Name: Function:	Signature:	<input type="checkbox"/> SAFA <input type="checkbox"/> SACA <input type="checkbox"/> SANA
 <b>SWEDISH TRANSPORT AGENCY</b> Sveriges Transport Agency Svaabersvägen 1 Solna, Sweden Phone: +46 771 633 583 Fax: +46 31 18 52 56 E-mail: <a href="mailto:safaca@transportstyrelsen.se">safaca@transportstyrelsen.se</a>			
<b>A Flight deck</b>	<b>Flight crew</b>	<b>C Aircraft condition</b>	
1 General condition	20 Flight crew licence / composition	1 General external condition	
2 Emergency exit	21 Journey log book / Technical log or equivalent	2 Doors and hatches	
3 Equipment	22 Maintenance release	3 Flight controls	
Documentation	23 Defect notification and rectification (incl. Tech Log)	4 Wheels, tyres and brakes	
4 Manuals	24 Pre-flight inspection	5 Undercarriage, skids/floats	
5 Checklists		6 Wheel well	
6 Navigation / instrument charts		7 Power plant and pylon	
7 Minimum equipment list		8 Fan blades, Propellers, Rotors (main/ta)	
8 Certificate of registration	<b>B Safety / Cabin</b>	9 Obvious repairs	
9 Noise certificate (where appl.)	1 General internal condition	10 Obvious unpaired damage	
10 AOC or equivalent	2 Cabin crew station and crew rest area	11 Leakage	
11 Radio licence	3 First and Kit: Emergency medical kit		
12 Certificate of Airworthiness	4 Hand fire extinguishers	<b>D Cargo</b>	
<b>Flight data</b>	5 Life jackets / flotation devices	1 General condition of cargo compartment	
13 Flight preparation	6 Seat belt and seat condition	2 Dangerous goods	
14 Mass and balance calculation	7 Emergency exit, lighting and independent portable light	3 Cargo stowage	
<b>Safety equipment</b>	8 Slides / Life-Rafts (as required), ELT	<b>E General</b>	
15 Hand fire extinguishers	9 Oxygen Supply (Cabin Crew & Pass.)	1 General	
16 Life jackets / flotation devices	10 Safety instructions		
17 Harness	11 Cabin crew members		
18 Oxygen equipment	12 Access to emergency exits		
19 Independent portable light	13 Stowage of passenger baggage		
	14 Seat capacity		
<b>Action Taken</b>	<b>Item</b>	<b>Cat</b>	<b>Remarks</b>
(3d) Immediate operating ban			
(3c) Aircraft grounded by Inspecting NAA			
(3b) Corrective actions before flight			
(3a) Restrictions on the aircraft operation			
(2) Information to the authority and operator			
(1) Information to the pilot-in-command			
(0) No remarks			



**LOADSHEET AND LOADMESSAGE**

Prepared by: FA2  
 Approved: [Signature]  
 Flight No: FA2  
 Aircraft: ATR72-600  
 Date: 14-10-15  
 Pilot: CA2  
 Operator: [Signature]

ALT: 5000  
 REF: 2.00  
 END: 0.20

INDEX	MASS	L.M.C.	INDEX	L.M.C.
A	790		6	
B1	420			
B2	420		6	
B3	780			
C1	500		7	
C2	300		7	
Total useful load	3200		7	L.M.C.
DCM/DOM	7500		7	
Ramp seat index	7500		7	
Zero Fuel Mass Index	7700		7	
L.M.C.				
Unconnected cases (21940)				
Takeoff Ref. Index	1600		7	
Takeoff Mass / Index	1200		7	
L.M.C.				
Connected cases (22930)				
Eng Fuel	770		7	
Landing Mass	1600		7	
L.M.C.				
Connected cases (22940)				

Fuel Kg Index  
 0.999 0  
 1000.1999 0  
 2500.2500 0

FLAPS: 0  
 CTOT: 5.7  
 TO TRIM: +0.3  
 TO METHOD: C

MACX: 32 35  
 Flaps 0 +2.4 +1.2  
 Flaps 15 +1.0 +0.8



# Alkoholkontroller:

- EU Kommissionen ger EASA uppdrag
- Skulle vara klart april 2021
- Ca 5-10 länder klara i nuläget

Utförs av: (beroende på nationell lagstiftning)

- Rampinspektörer
- Polis
- Polis tillsammans med Rampinspektörer (bl.a Sverige)
- Sverige är i slutskedet av arbetet (ny lagstiftning, samarbetsavtal mellan myndigheter, fackliga förhandlingar mm)

# Utmaningar

- Korta "turn arounds"



# Ratio

- Anmärkningar x allvarlighetsgrad / antal inspektioner
- Löpande 12 månader
- EASA utvärderar om "ratiot" överstiger 2,0 och > 5 insp.
- Man bedömer anmärkningarna
- Är det återkommande
- Svaren från operatören (Action, Root cause och preventive action)
- Leder mestadels till ökade inspektioner (prioriterad)
- Larmas
- "Ratiot" fortsätter vara högt<sup>6</sup> EU kontaktar TS

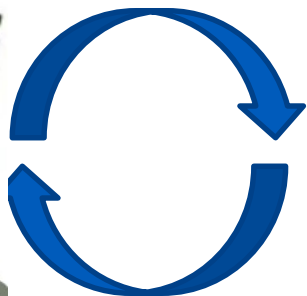


# Vad gör TS

- Ratio 0,9-1.29 Infoträff med AM (NCO och CNO)
- Ratio 1,3-1,49 Internt möte → eventuellt möte med AM och NP:s
- > 1,5 Betingad VK med focus på problemområden

# Vad gör TS

- Rapporter med anmärkningar och svar (svenska bolag)



# Tack för uppmärksamheten

## Frågor

