GOBIERNO DE ESPAÑA
MINISTERIO DE TRANSPORTES Y MOVILIDAD SOSTENIBLE

AESA AGENCIA ESTATAL DE SEGURIDAD AÉREA

Jornada de inspección en rampa con operadores CAT

Módulo D. Elementos de inspección y discrepancias

José María NÚÑEZ MATAS
Inspector en Rampa - SIRA
Madrid, 29-Feb-24

- Non-compliance regarding missing fasteners or bonding wires should be assessed and categorised in accordance with the established Matrix in INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS (appendix 9.1)

- The flowchart in 6.3.3 “technical defects” gives further guidance to procedures in use for missing fasteners and bonding wires

- As the matrix was developed for the inspection of aeroplanes it is advised not to make use of it for helicopters

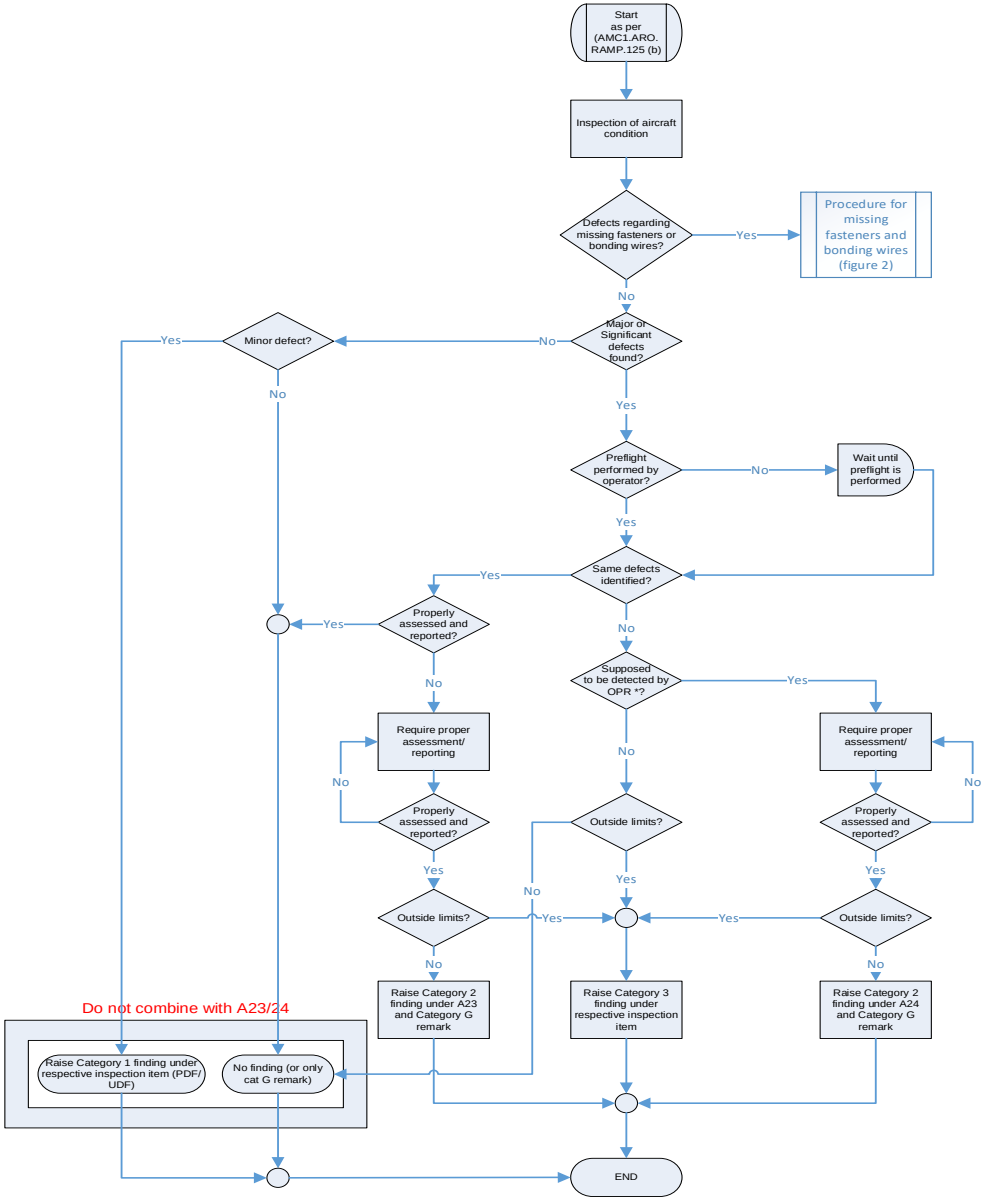
- Ramp inspectors should not raise any category 3 finding with the only intent to perform a further investigation/assessment

- Ramp inspectors should not raise finding with the only intent to have a follow-up of the finding or remark

- Assessment Matrix

Assessment Matrix				
			Assessment Criteria	Action and follow up
Assessment level	Minor	Cat1	**Fastener findings with minor influence on safety:** • One or more missing fastener(s) not adjacent in any location in any number of secondary panels which are flush to the surrounding structure **Bonding wire findings with minor influence on safety:** • One or more missing bonding wire(s) not adjacent in servicing/access/fairing panels, cargo doors, inlet and outlet valves or landing gear doors • All bonding wires with redundancy except for bonding wires in emergency exit doors, flight control system, or landing gear system	• Normal debriefing with proof of inspection but no follow up via the database by inspecting NAA • No further assessment by the inspector at time of inspection
	Significant	Cat2	**Fastener findings with significant influence on safety:** • Two consecutive missing fasteners in secondary structure panels with the panel flush with the surrounding structure • Consecutive rivets missing in engine exhaust nozzle skin, wheel wells, or similar locations outside pressurised areas • No evident exposure to airflow or noticeable damages that could lift the panel **Bonding wire findings with significant influence on safety:** • Wire broken (less than 25% remaining) but redundant bonding wire available, installed in an emergency exit door, flight control system, or landing gear system	• Normal debriefing with proof of inspection • No further assessment by the inspector at time of inspection • The operator should assess and report findings that potentially lowers safety in accordance with its own procedures under its own responsibility and accountability • The operator is requested to upload AMM/SRM dispatch limits in the follow up process • Findings should not be closed prior to the upload of dispatch limits or equivalent • Oversight NAA may be requested to comment into the database in cases where the operator has operated outside the manufacturer's limitations with repetitive breaches of ICAO or EU requirements
	Major	Cat3	**Fastener findings with major influence on safety:** • Loose/missing fastener in primary structure element • Loose/missing rivet in pressurised area • Loose/missing bolts, lockbolts, hi-locks, or other fasteners with safety wire protection • Two or more consecutive loose/missing rivets in engine inlet cowls/skin or similar locations that could cause a FOD hazard • Several loose/missing fasteners on a secondary structure panel being loose with evident exposure to airflow or significant damages that could lift the panel **Bonding wire findings with major influence on safety:** • Broken (less than 25% remaining) or missing bonding wire(s) without redundant bonding wire available in emergency exit doors, flight control system, or landing gear system.	• Debrief the operator as soon as possible to avoid delays with a clear instruction to record defect in 'Aircraft Technical Log' (or equivalent) and assess defect • Findings or remarks that influence on flight safety must be resolved by the operator prior to departure • Defect assessed in accordance with manufacturer's dispatch limits prior to departure as per the operator's approved procedures with a 'Certificate of Release to Service' (CRS) • Manufacturer limits as described in the AMM/SRM should only be used when the assessment indicates 'Major' influence on flight safety and the operator should provide the inspector with evidence of the corrective action (3b) Note: Defects that after assessment by the operator are found to be within dispatch limits or lead to paperwork only, should be categorised as 'Significant' (CAT 2)

- flowchart in 6.3.3 “technical defects”



- Pre-Described Findings: C01

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C01-11	Antenna(s) missing or damaged outside dispatch limits/conditions	3	M	M	M	M
C01-12	Pressure port (and/or RVSM area) damaged or blocked (outside dispatch limits/conditions)	3	M	M	M	M
C01-13	Tail skid wear outside dispatch limits/conditions	3	M	M	M	M
C01-16	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C01-17	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C01-18	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C01-19	Bonding wires broken or missing with minor influence on flight safety	1	M	M	M	M
C01-20	Bonding wires broken or missing with significant influence on flight safety	2	M	M	M	M
C01-21	Bonding wires broken or missing with major influence on safety	3	M	M	M	M

- Pre-Described Findings: C02

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C02-07	Bonding wires broken or missing with minor influence on flight safety	1	M	M	M	M
C02-08	Bonding wires broken or missing with significant influence on flight safety	2	M	M	M	M
C02-09	Bonding wires broken or missing with major influence on flight safety	3	M	M	M	M
C02-10	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C02-11	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C02-12	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M

- Pre-Described Findings: C03

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C03-02	Hydraulic leak outside dispatch limits/conditions	3	M	M	M	M
C03-03	Static discharger(s) missing (outside dispatch limits/conditions)	3	M	M	M	M
C03-04	Flight controls unserviceable	3	A8-II-3.5 A8-II-3.6	CAT.OP.MPA.175(b)(1)	A8-II-3.5 A8-II-3.6	NCC.GEN.106(a)(4)
C03-06	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C03-07	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C03-08	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M

- Pre-Described Findings: C06

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C06-07	Seepage/leakage outside dispatch limits/conditions	3	M	M	M	M
C06-08	Bonding wires broken or missing with minor influence on flight safety	1	M	M	M	M
C06-09	Bonding wires broken or missing with significant influence on flight safety	2	M	M	M	M
C06-10	Bonding wires broken or missing with major influence on flight safety	3	M	M	M	M
C06-11	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C06-12	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C06-13	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M

- Pre-Described Findings: C07

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C07-05	Intake acoustic liners damaged outside dispatch limits/conditions	3	M	M	M	M
C07-06	Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	3	M	M	M	M
C07-07	Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	3	M	M	M	M
C07-09	Thrust reverser/blocker doors not fully stowed	3	M	M	M	M
C07-10	Loose and/or missing fastener with minor influence on safety	1	M	M	M	M
C07-11	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C07-12	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C07-13	Markings and/or placards providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2

- A dedicated reference table on markings and placards has been introduced
- This table is placed in appendix 9.1
- Notes:
  - “Unreadable” means that the placard or marking is not clear enough to be read or deciphered
  - If an aircraft with a missing/unreadable placard or marking is dispatched in accordance with the applicable manufacturer dispatch limitations, no finding should be raised

- Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings: A

Type of marking/placard	Available Pre-Described findings	Finding Category	Remarks
Placards / Markings A items (Flight deck)			
• Placard "Crew only" on cockpit door	PDF A01-17 Placard "Crew only" missing or unreadable	1	
• Placard/Markings/descriptions required for safe operation of the aircraft, examples: • speed limits • trim system • magnetic compass • communication • navigation • cabin pressurization • Fuel systems (Jettisoning) • Powerplant system • Flight controls	PDF A01-20 Marking and/or Placards missing or unreadable	2	
	PDF A01-19 Marking and/or Placards providing misleading information with major effect on flight safety	3	Wrong information provided to flight crew with major influence on further flight safety (e.g. an incorrect speed limit)

- Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings: B

Placards / Markings B items (related to Emergency Equipment in the cabin)			
• Placards relevant for the correct Identification and/or equipment location • Placards related to the operation of emergency equipment, galley trolley stowage position and limitations	PDF B01-17 Safety Markings and/or placards missing or unreadable	1	
	PDF B01-18 Markings and/or placards missing, unreadable or providing misleading information with significant effect on flight safety	2	
	PDF B03-04 First-aid kit (medical supplies) not identified as such	1	
	PDF B04-06 HFE not identified as such	2	
	PDF B07-08 Emergency exit(s) not marked with the appropriate operating instructions	2	
	PDF B08-08 Survival equipment/portable ELT not identified as such	2	
	PDF B09-02 Oxygen equipment not readily accessible or not at indicated location and required for the type of flight	2	
	PDF B09-05 Oxygen equipment not adequately marked with its operating instructions	2	
• Markings for passenger convenience items • Markings for non-safety galley equipment	PDF B01-19 Markings and/or placards for non-safety equipment and/or installations missing, unreadable or providing misleading information	G	

- Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings: C

Placards / Markings C items (external)			
Placards addressed to Maintenance Personnel			
• Engine Oil Service • Tire pressure and servicing ("service with nitrogen only placard") • Strut Pressure Service • Levelling markings for A/C lifting • Maintenance Instructions (e.g. correct bolt length, fuel water drain) • Warning marking not within reaching distance	PDFs C01-01; C05-01; C07-01 Markings and/or placards missing or unreadable	1	Such markings/placards are relevant to maintenance personnel only
• Warning related to special access (e.g. Fuel tank)	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	
Placards / Markings addressed to Ground Service Personnel			
• Water/Waste, • GPU • Fuel filler instruction • Max fuel pressure • "Ground Here" • Door operating instructions • Cargo door open / locked indicator	PDFs C01-01; C05-01; C07-01 Markings and/or placards missing or unreadable	1	Relevant for equipment/system location and ground servicing operating instructions
	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	
	PDF C02-03 Door operation instructions missing or unreadable	2	
Placards / Markings addressed to Ground Handling Personnel			
• Towing marking to prevent NLG over-center • Parking (if any) • Engine hazard zone marking • Warning markings to protect the health of handling personnel • Hot air exhaust, air intake, out flow valve (within reaching distance)	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	Relevant for the safe operation/handling of the aircraft on ground To be considered as CAT 2 as hazard might be undetected by ground handling personnel

- Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings: C

Other exterior markings			
• Markings of the escape area (over wing escape path markings) • Cut here in emergency (if applied) • Markings related to flight controls positions • Dripstick markings	PDFs C01-01; C07-01 Markings and/or placards missing or unreadable	1	Relevant for non-normal operation (e.g. special inspections, evacuation…)
• Flight Data recorder position • Ram Air Turbine Area (if applied)	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	

- Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings: D

Placards / Markings D items (cargo)			
• Aircraft specific configuration placards to ensure correct loading • Net arrangement • Loading height limit placards • Cargo Loading instructions	PDF D01-03 Markings and/or placards missing or unreadable	1	Depending on aircraft type
	PDF D01-14 Markings and/or placards providing misleading information	2	
	PDF-D03-09 Markings and/or placards required for safe cargo loading missing, unreadable and/or providing misleading information	2	

- INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS

A03 Equipment

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC

General note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a CAT 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.

All Flights:

a) TAWS (E-GPWS)

Inspect for:

- If installed, the class of system i.a.w. current requirements and serviceable.
- If unserviceable check if properly deferred (reported in the ATLB) and if still within MEL dispatch limits.
- Any installed GPWS has a forward-looking terrain avoidance function. If the terrain database is found not to be at the latest version, verify against the MEL the dispatch conditions and the areas of operation. For commercial operations check against AOC Ops Specs and Operations Manual Part C and for NCC/GA if it is worldwide or if any restriction applies.
- Obstacle and Terrain database (TDB), if TDB found not to be at the latest version, verify against the MEL the dispatch conditions. For minor or significant changes, a PDF should be used; in the case of a major change a specific description for each case should be used and the use of a UDF may be considered to describe accurately the situation.

Notes:

- *Turbine-powered aeroplanes with a MCTOM of more than 5 700 kg or MOPSC of more than 9 shall be equipped with a TAWS that meets the requirements for:*
  - *class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or*
  - *class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.*
- *An operational test should only be requested, if such testing could be performed by the pilot (on certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding).*
- *Major changes could be, e.g. new aerodrome / RWYs, obstacle height change, modified RWYs, etc.*
- *Significant changes could be i.e. obstacles, removed RWYs, etc.*

- INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS

			○ *When the obstacle and terrain database is not the latest version, a CAT 2 finding is valid.* ○ *Inspectors should be lenient to raise a finding as it could take the operator up to 2 months to update TDB, in this case a CAT 1 should be raised.* ○ *Nevertheless, an operator could have a process to update the TDB, when found valid during the follow-up phase, the finding raised should be discarded.* ○ *In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a ferry flight provided the equipment is not required for general aviation operations.*
SAFA - CAT		**SAFA - GA**	○ *Some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil the ICAO requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO / Part-CAT requirements.* ○ *Non EASA operators' aeroplanes of a maximum take-off mass of 5 700 kg or less and authorized to carry 9 passengers or less are not required to be equipped with a TAWS installation.*

- INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A03-01	Required equipment installed but not being used during operation by crew	3	A6-I-6.1.1	CAT.IDE.A.100(c) CAT.IDE.A.105	A6-II-2.4.1	NCC.IDE.A.100(d) NCC.IDE.A.105
A03-02	ACAS II N/A or U/S (outside dispatch limits/conditions)	3	A6-I-6.19.1	AUR.ACAS.1005	A6-II-3.6.9.2	AUR.ACAS.1005
A03-04	GPWS/TAWS with forward looking terrain avoidance function not installed or unserviceable (outside dispatch limits/conditions)	3	A6-I-4.3.1(b) A6-I-6.15	CAT.OP.MPA.175(b)(1) CAT.IDE.A.150	A6-II-2.4.11	NCC.GEN.106(a)(4)(iii) NCC.IDE.A.135

- INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A03-09	Headset with boom microphone or equivalent N/A or U/S (outside dispatch limits/conditions)	3	Not applicable	CAT.OP.MPA.215	A6-II-3.6.11	NCC.OP.160
A03-10	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1	3	AUR.ACAS.1005 A10-IV-4.3.5.3.1 A10-IV-4.3.5.3.3	AUR.ACAS.1005	AUR.ACAS.1005 A10-IV-4.3.5.3.1 A10-IV-4.3.5.3.3	AUR.ACAS.1005
A03-11	EFB mounting device or viewable stowage device obstructing forward visual or physical access to controls, display or external vision	3	A6-I-6.25.1	Part-DEF (ae) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (h)	A6-II-2.4.17	NCC.GEN.131(a)
A03-12	The viewable stowage device used does not adequately secure the EFB	2	A6-I-6.25.1	Part-DEF (ae) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (h)(3)	A6-II-2.4.17	NCC.GEN.131(a)
A03-13	No operational approval of EFB functions affecting the safe operation of the aircraft	2	A6-I-6.25.2.2	Part-DEF(120b) SPA.EFB.100(a)	Not applicable	Not applicable
A03-14	EFB charts application used on a portable EFB without a mounting device or a viewable stowage device	2	Not applicable	CAT.GEN.MPA.180(a)(12) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (a)	Not applicable	NCC.GEN.131(a) NCC.GEN.140
A03-15	TDB of TAWS/GPWS with FLTA function outdated with minor or no changes for the authorised operation area(s) (within dispatch limits / conditions)	1	A15-6.3.3 A6-I-6.15.2	CAT.IDE.A.355(b)	A15-6.3.3 A6-II-3.7.3	NCC.IDE.A.260(b)
A03-16	TDB of TAWS/GPWS with FLTA function outdated and significant changes for the authorised operation area(s) within dispatch limits / conditions)	2	A15-6.3.3 A6-I-6.15.2	CAT.IDE.A.355(b) A6-I-6.15.2	A15-6.3.3 A6-II-3.7.3	NCC.IDE.A.260(b)

- A23 Defect notification and rectification

SAFA - CAT
SACA - CAT
SAFA - GA
SACA - NCC
	Inspect:
	• For any deferred defects (specify in the report where necessary);
	• If defects have been properly reported and assessed:
	  ○ *Associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM or other approved data references.*
	• If open deferred defects remain within time limits, when defect deferments include time limits;
	• The compliance of the deferred defects with the aircraft MEL, if available;
	• If the rectification intervals stated in the aircraft technical log book (ATLB) do not exceed those required by the MEL (if available).
	• When EFBs are used to display aircraft conditions (e.g. TLB or Journey logbook), the data are up-to-date and synchronized correctly according to operator procedures.
	• If warning messages (e.g. ECAM/EICAS messages) have been properly reported and assessed.
	  ○ If applicable request the flight crew to recall all warning messages and present the relevant information on the display (e.g. status page). Crosscheck with Tech Log.
	  ○ If a warning message found not correctly reported and assessed, raise a CAT3 finding as foreseen under "Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions".
	  ▪ When ramp inspectors check the warning messages, they should only check the relevant "status page" as foreseen by the flight manual procedures (e.g. FCOM).
	  ▪ Ramp inspectors should only consider warnings related to safety consequences requiring immediate action before flight.
	  Example on an Airbus A330:
	  ECAM messages related to a class 1 failure → operational consequences "Yes" → dispatch consequences "GO" "GO IF" "NO GO" → to be verified.
	  ECAM messages related to a class 2 failure → operational consequences "No" → dispatch consequences "GO" nevertheless in some cases MEL relevant (e.g. ATA 26 Smoke Detector).

- A23 Defect notification and rectification

Notes:

- *A reference to the approved technical data should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24 CAT 2 & CAT G remark procedure.*
- *There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A23-01	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	1	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.105(a)(1)(2)(12)(13)(14)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7)
A23-02	Item closed but not reported as such in the deferred defect list / hold item list	1	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7)
A23-03	Maintenance action not properly recorded	2	A6-I-8.4 A6-I-8.5 A8-II-6.8	M.A.306(a) M.A.403(c)(d)	A6-II-2.6.4.3 A8-II-6.8	A6-II-2.6.2.1 A8-II-6.8
A23-04	Deferred defect closed after the deadline and aircraft in operation during that period	2	A6-I-6.1.3	CAT.IDE.A.105 CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1.1	NCC.IDE.A.105 NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3)
A23-05	Known defect not reported/assessed	2	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403 CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A23-06	No evidence of identification nor monitoring of significant defect	2	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)
A23-07	Deferred defect open while the MEL rectification interval has expired	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3) NCC.GEN.105(g)(1)
A23-08	Technical logbook entry not understood by the flight crew members	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)
A23-09	Incorrect rectification interval applied (but still within the prescribed MEL interval)	2	A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3)
A23-10	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	3	A6-I-4.3.1(a)	M.A.401(a) CAT.OP.MPA.175(b)(1) ORO.MLR.105(g)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(g)
A23-11	Maintenance action not performed by appropriately qualified personnel	3	A6-I-8.1.4 A8-II-6.6.3	M.A.801(b) 145.A.50(a)	A6-II-2.6.1.2	Regulation (EU) 2018/1139, Annex V, 6.1
A23-12	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	Regulation (EU) 2018/1139, Annex V, 6.1 CAT.OP.MPA.175(b)(1) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(g)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	Regulation (EU) 2018/1139, Annex V, 6.1 NCC.GEN.105(g)(1) NCC.GEN.106(a)(7) ORO.MLR.105(g)
A23-13	Maintenance personnel working on the aircraft without using appropriate tooling	3	A6-I-8.1.2 A8-II-6.5.2	M.A.402	A6-II-2.6.1.2	Regulation (EU) 2018/1139, Annex V, 6.1

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A23-15	Technical logbook not updated on the EFB	2	A6-I-4.3.1(a)(c) A6-I-4.5.4	M.A.306(a) CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.106(a)(8)
A23-16	Maintenance action entered in ATLB or equivalent document, although not performed	3	A6-I-8.1.1 A8-II-6.8.1	Regulation (EU) 2018/1139, Annex V, 6.1	A6-II-2.6.1.1 A8-II-6.8.1	Regulation (EU) 2018/1139, Annex V, 6.1

C01 General external condition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	
				Inspect for: • Corrosion; • Presence of ice, snow, frost; • Legibility of markings; • Loose or missing fasteners and rivets; • Missing or damaged bonding wires; • Presence and condition of the antennas; • Presence and condition of the static dischargers; • Condition and functionality of the exterior lighting; • Condition of the pressure ports (static ports and pitot tubes) and the RVSM areas (if any). *Notes:* ○ *Although missing underwing registrations are a non-compliance with international requirements, the safety relevance is considered low. Therefore, such non-compliance should be recorded as a CAT G remark only.* ○ *ICAO/EASA does not require that break-in points need to be marked (however, if such markings are being used, they should be according to a certain "format").* ○ *Markings may be in languages other than English.* ○ *The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix and for finding categorisation related to markings and placards there is another specific table both provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.* ○ *Before raising a finding on inoperative light(s), the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL, if available). Unserviceable light(s), not required for the type of flight, should be reported as a CAT G remark only.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C01-01	Markings and/or placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C01-02	Break-in point markings (if applied) faded or incorrectly marked	2	A6-I-6.2.4.1	CAT.IDE.A.260	A6-II-2.4.2.6	NCC.IDE.A.210
C01-03	Paint damage with exposed composite (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-04	Poor condition of de-icing system	2	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-06	Significant corrosion	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-07	Major corrosion (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-08	Required aircraft lighting unserviceable (outside dispatch limits/conditions) or not displayed	3	A6-I-6.10 SERA.3215 A6-I-6.1.3	CAT.IDE.A.275(a)(b)(4)(5) SERA.3215	A6-II-2.4.8(b)(c) SERA.3215 A6-II-3.6.1.1	NCC.IDE.A.115 SERA.3215
C01-10	Static discharger(s) missing or damaged outside dispatch limits/conditions	3	M	M	M	M

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C01-11	Antenna(s) missing or damaged outside dispatch limits/conditions	3	M	M	M	M
C01-12	Pressure port (and/or RVSM area) damaged or blocked (outside dispatch limits/conditions)	3	M	M	M	M
C01-13	Tail skid wear outside dispatch limits/conditions	3	M	M	M	M
C01-16	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C01-17	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C01-18	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C01-19	Bonding wires broken or missing with minor influence on flight safety	1	M	M	M	M
C01-20	Bonding wires broken or missing with significant influence on flight safety	2	M	M	M	M
C01-21	Bonding wires broken or missing with major influence on safety	3	M	M	M	M
C01-22	Markings and/or placards providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2

- INSPECTION INSTRUCTIONS
  - B01 General internal condition
    - If markings required by operational or registration Authorities are installed, as well as passenger and crew placards and illuminated signs for safety equipment
  - B03 First aid kit / emergency medical kit
    - Presence;
    - Accessibility; and
    - Identification of medical supplies (first aid kit(s) and, if applicable, emergency medical kit and universal precaution kit)

- INSPECTION INSTRUCTIONS
  - B04 Hand fire extinguishers
    - Inspect:
      - If at the indicated location and easily accessible;
      - If they are correctly secured in their bracket;
      - If they are marked with the appropriate operating instructions;
      - If they are serviceable (including the extinguishing agent release mechanism):
        - Check pressure gauge (if installed), check expiration date (if any).
        - If considerably low weight, consider it unserviceable.
      - The number of serviceable extinguishers against the minimum number required, taking into consideration the applicable MEL references (if applicable)

- INSPECTION INSTRUCTIONS
  - <u>B05 Life jackets / flotation devices</u>
    - Inspect for:
      - Presence;
      - Access; and
      - Sufficient number and serviceability
  - <u>B07 Emergency exit, lighting / marking, independent portable light</u>
    - Inspect for:
      - Presence and condition of the emergency exit signs, lighting and marking;
      - Presence and condition of an escape path illumination system;
      - Presence and condition of the visual indication of the path to emergency exits in smoke filled cabins;
      - Presence of operating instructions on the emergency exits;
      - Appropriate independent portable lights are readily available at all crew member stations and their condition

- INSPECTION INSTRUCTIONS
  - <u>B09 Oxygen supply (cabin crew and passengers)</u>
    - Inspect:
      - The cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used;
      - The number / serviceability of oxygen dispensing units or oxygen masks (if applicable and possible); and
      - If oxygen equipment (bottles and masks) is stowed at the indicated location
      - PBE (Protective Breathing Equipment):
        - Availability.
        - Stored at the indicated location.
        - Adequately marked with its operating instructions.
        - Serviceability.
        - In minimum required number (against MEL, when applicable)

- INSPECTION INSTRUCTIONS
  - B10 Safety instructions
    - Inspect:
      - The accuracy of the passenger emergency briefing cards and sufficient available numbers, or any alternative method to convey the required information;
      - The information given to the passengers concerning: location of life vest, oxygen equipment, access doors;
      - Serviceability of the “Fasten seat belt” and “Return to seat” (lavatories) signs, if installed (when unserviceable check against MEL provisions if applicable)
  - B11 Cabin crew members
    - Cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment

- INSPECTION INSTRUCTIONS
  - <u>B12 Access to emergency exits</u>
    - Inspect the:
      - Floor/carpets/panels condition;
      - Access to emergency exits not impeded by baggage/seats/tables; and
      - Provisions about occupancy of seats by overwing exit are in place and complied with

- Recommendation(s):
  - <u>During a SACA inspection</u>
    - If operator does not clearly assign the two roles (one qualified person on board and one person on the ground supervising the refuelling)
      - verify the practice against the approved OM-A procedure (typically chapter 8.2.1);
      - include the absence of the two roles in accordance with an approved and exempted OM procedure as a CAT G entry only in the PoI
  - <u>During a SAFA inspection</u>
    - If operator does not clearly assign the two roles (one qualified person on board and one person on the ground supervising the refuelling)
      - verify the practice against the approved OM procedure
      - verify the needed TCO exemption3, when the roles are combined i.a.w. an approved procedure
      - include the absence of the two roles in accordance with an approved and exempted OM procedure as a CAT G entry only in the PoI

Muchas gracias por su atención

Le rogamos haga sus preguntas a través de Slido