

New PDF

Ludovic Parès

RAMP Train-the-trainer workshop

Your safety is our mission.

An Agency of the European Union 

Marking and Placards

RAMP Train-the-trainer workshop

Your safety is our mission.

An Agency of the European Union 

Marking and placards

→ New PDF

C01	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Ground servicing placards and markings not applied or unreadable	SAFA-C01-05
C05	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Ground servicing markings not applied or unreadable	SAFA-C05-06
C07	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Ground servicing markings not applied or unreadable	SAFA-C07-02
D01	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2	Ground servicing markings not applied or unreadable	SAFA-D01-03

Marking and placards

→ New PDF

C01	E	2	CS 25.1541 CS 23.1541	Ground servicing markings not applied or unreadable	SACA-C01-05
C05	E	2	CS 25.1541 CS 23.1541	Ground servicing markings not applied or unreadable	SACA-C05-06
C07	E	2	CS 25.1541 CS 23.1541	Ground servicing markings not applied or unreadable	SACA-C07-02
D01	E	2	CS 25.1541 CS 23.1541	Ground servicing markings not applied or unreadable	SACA-D01-03

Marking and placards

- Make sense with Annex 8
 - Annex 8 - IIIA 9.6.2 (also IIIB 7.6.2 and V-7.6.2) Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of **mistakes in ground servicing** (e.g. towing, refuelling) that could pass **unnoticed** and that could jeopardize the safety of the aeroplane in subsequent flights.
- Standardise SAFA and SACA CAT 2 findings on markings
- Still a possibility of UDF in case of a Safety Marking not included in this definition

Marking and placards

→ Example of CAT 2 findings



Landing gear Tyre pressure

Marking and placards

→ Example of CAT 1 findings



Checklist update

RAMP Train-the-trainer workshop

Your safety is our mission.

An Agency of the European Union 

Checklist update

Inspection Item	Inspections Item Title	Inspecting Instructions
A05	Checklists	<p>Check if checklists are up to date with the latest manufacturer documentation.</p> <p><i>Note: 90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than <u>90 days after this publication, only a general remark CAT G should be raised.</u></i></p> <p><i>Note: If the checklists are not updated, <u>it should be indicated which procedure is not up to date and</u> raise a CAT 2 finding only if the update missing is <u>safety related.</u></i></p>

- New instruction for clarification (in SAFA and SACA)
- A 90 days delay is introduced
 - Exception for Airworthiness Directive: take into account delay of the AD if any
- An example of a procedure not updated is requested
- You need access to last manufacturer update to check this

Checklist update

→ Example of finding :

- Identification of QRH on board
- Identification of latest manufacturer QRH
- Example of a procedure not updated
- Photo uploaded on the database

Normal, emergency checklists content not in compliance with the latest manufacturer AFM/QRH. QRH on board dated 20 SEP 2018 whereas a new revision has been issued by Airbus on 04 DEC 2018, including changes on abnormal procedures (25.06 A "Cockpit windshied/window cracked").

Type of Attachment	Filename	Filesize	Filetype	Description
Finding	28889MAC-CNNMI-QRH on board.JPG	1.72 KB	JPG	
Finding	28890MAC-CNNMI-QRH 25.06A on board.JPG	1.39 KB	JPG	
Finding	28891updated QRH 25.06A.pdf	0.07 KB	PDF	

8,33Khz

RAMP Train-the-trainer workshop

Your safety is our mission.

An Agency of the European Union 

8,33 kHz

→ Certification requirements

→ CS25

(d) Two systems for two-way radio communications, with controls for each accessible from each pilot station, designed and installed so that failure of one system will not preclude operation of the other system. The use of a common antenna system is acceptable if adequate reliability is shown.

→ Air space requirements

COMMISSION IMPLEMENTING REGULATION (EU) No 1079/2012
of 16 November 2012

Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	For aircraft for which two radio equipment are required by the certification (eg. aircraft certified under FAR25/CS25 rules), both radio equipment shall be 8.33 kHz channel spacing capable (if required for the flight). For these aircraft, if one radio equipment is not 8.33 kHz channel spacing capable, the inspector should consider this equipment as U/S and check the MEL for dispatch conditions.

spacing capability.

2. From 1 January 2014 an operator shall not operate an aircraft flying under instrument flight rules in airspace class A, B or C of the Member States listed in Annex I unless the aircraft radio equipment has the 8,33 kHz channel spacing capability.

3. With regard to the carriage requirements of 8,33 kHz channel spacing radio equipment identified in paragraph 2, an operator shall not operate an aircraft flying under visual flight rules in areas operating in 8,33 kHz channel spacing unless the aircraft radio equipment has the 8,33 kHz channel spacing capability.

4. Without prejudice to Article 2(5), from 1 January 2018 an operator shall not operate an aircraft in airspace where carriage of radio is required unless the aircraft radio equipment has the 8,33 kHz channel spacing capability.

Mutual recognition of licence

RAMP Train-the-trainer workshop

Your safety is our mission.

An Agency of the European Union 

EASA mutual recognition

Welcome to DAGMAR ICAO's Database of Aeronautical Agreements and Arrangements

Select one of the following to proceed

- Specify known ICAO Registration Number:

- Fill in the form below to search for specific Agreements and Arrangements registered since 31 Jan 1946 :
(make selections in the boxes; enter dates as dd/mm/yyyy; then submit search)

[Note on accuracy and completeness of the database](#)

[Information for Contracting States regarding Certification](#)

Signatory:

(hold down CTRL key to select more than one)

Subject:

Signed AFTER:

Signed BEFORE:

-----ALL SIGNATORIES-----

(Multilateral)
(Multilateral, registered by ASEAN)
(Multilateral, registered by ICAO)
ABA
ACAC
Aer Lingus

-----ALL SUBJECTS-----

(optional) enter date as dd/mm/yyyy

(optional) enter date as dd/mm/yyyy

☒ **Check box to exclude agreements and arrangements
which are no longer in force**

Aeronautical Agreement - ICAO Registration Number 5950

Use **BACK** button to return to previous screen.

[Note on accuracy and completeness of the database](#)

Reg. No.	5950
Title of the Agreement and its Subject	Agreement (with Annexes) that facilitates the automatic validation of pilot licenses (Regulation (EC) No. 216/2008 of the European Parliament and of the Council on common rules in the field of aviation and establishing a European Aviation Safety Agency and the Treaty on the Functioning of the European Union)
Signatories and Contracting Parties (* = registering party)	*Sweden Austria Belgium Bulgaria Croatia Cyprus Czech Republic Denmark Estonia Finland France Germany Greece Hungary Ireland Italy Latvia Lithuania Luxembourg Malta Netherlands Poland Portugal Romania Slovakia Slovenia Spain United Kingdom
Place and Date of Signature	Strasbourg 20/02/08
Date of Entry into Force	In accordance with Article 70 - 09/04/08
Duration	-
Language(s)	English
Date of Registration	02/03/18
Observations	This registration is affiliated with (1) ICAO Reg. No. 5951 - the Agreement (with Annex) between the European Community and the Swiss Confederation on Air Transport; and (2) ICAO Reg. No. 5952 - the Agreement (with Annex) on the European Economic Area [between Norway, Iceland, and the European Union]
Notes	For reference, related regulations: (1) Commission Regulation (EU) No. 1178/2201 of 3 November 2011; and (2) Commission Implementation Regulation (EU) No. 628/2013 of 28 June 2013

EASA mutual recognition

→ No change for SACA or SAFA inspections of part-FCL licences

Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence/Composition	<i>Note: On 2 March 2018, the Basic Regulation together with the Treaty on the Functioning of the European Union (TFEU), including a list of the EU MSs was registered with ICAO as an international agreement under registration number 5950. This final step, as required in the Standard 1.2.2.3.1. ICAO Annex 1 on Personnel Licenses, developed in 2016 in close collaboration between EASA, the European Commission and ICAO, makes the mutual recognition of European pilot licences formally recognised within the ICAO framework. It is also noteworthy that the example of EASA may be followed by other regional safety oversight organisations (RSOO). The applicability may be verified after or before the ramp inspection.</i> https://cfapp.icao.int/dagmar/main.cfm?UserLang=

→ Other Regional Safety Oversight Organisations (RSOO) are following example of EASA

- Check ICAO website to verify any declaration of mutual recognition (e.g.: declaration from a pilot)
- Details : <https://cfapp.icao.int/dagmar/main.cfm>

RSOO mutual recognition

- *Civil Aviation Safety and Security Oversight Organisation of the East African Community (CASSOA)*
 - On-going project
- No other known on-going project

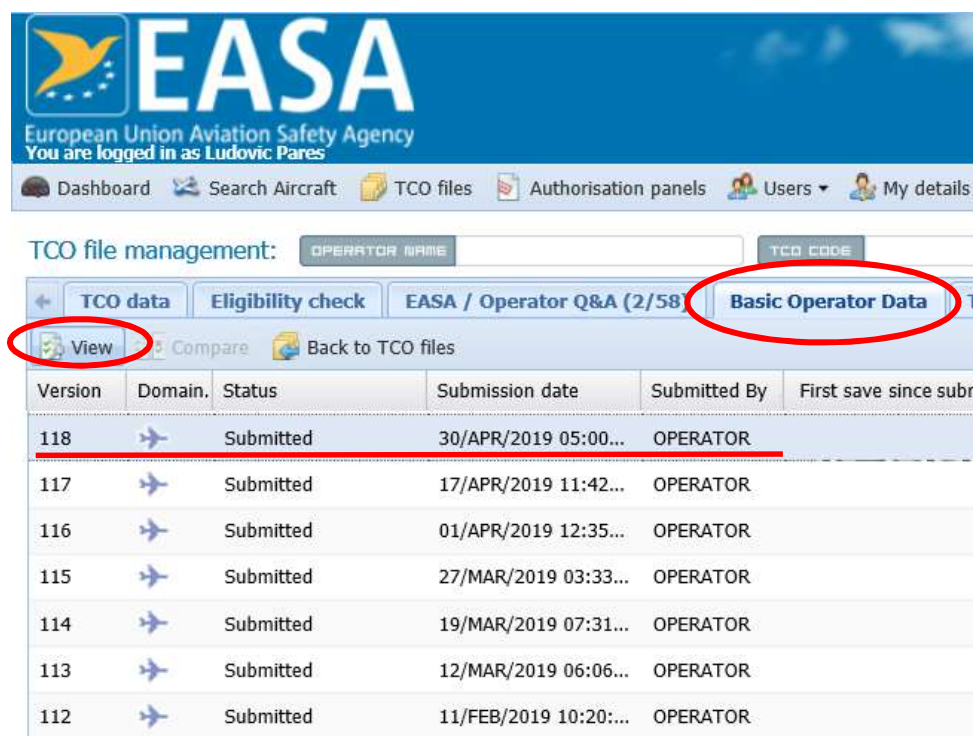
TCO Web interface

TCO Web interface

- Only for SAFA inspections on commercial flights within EASA States
- On TCO Web interface (<https://tco.easa.europa.eu/>):

	Mandatory	Optional	Not present
A08 : CofR			✓
A09 : Noise Certificate		✓	
A10 : AOC	✓		
A10 : Ops Spec	✓		
A11 : Radio Licence			✓
A12 : CofA	✓		

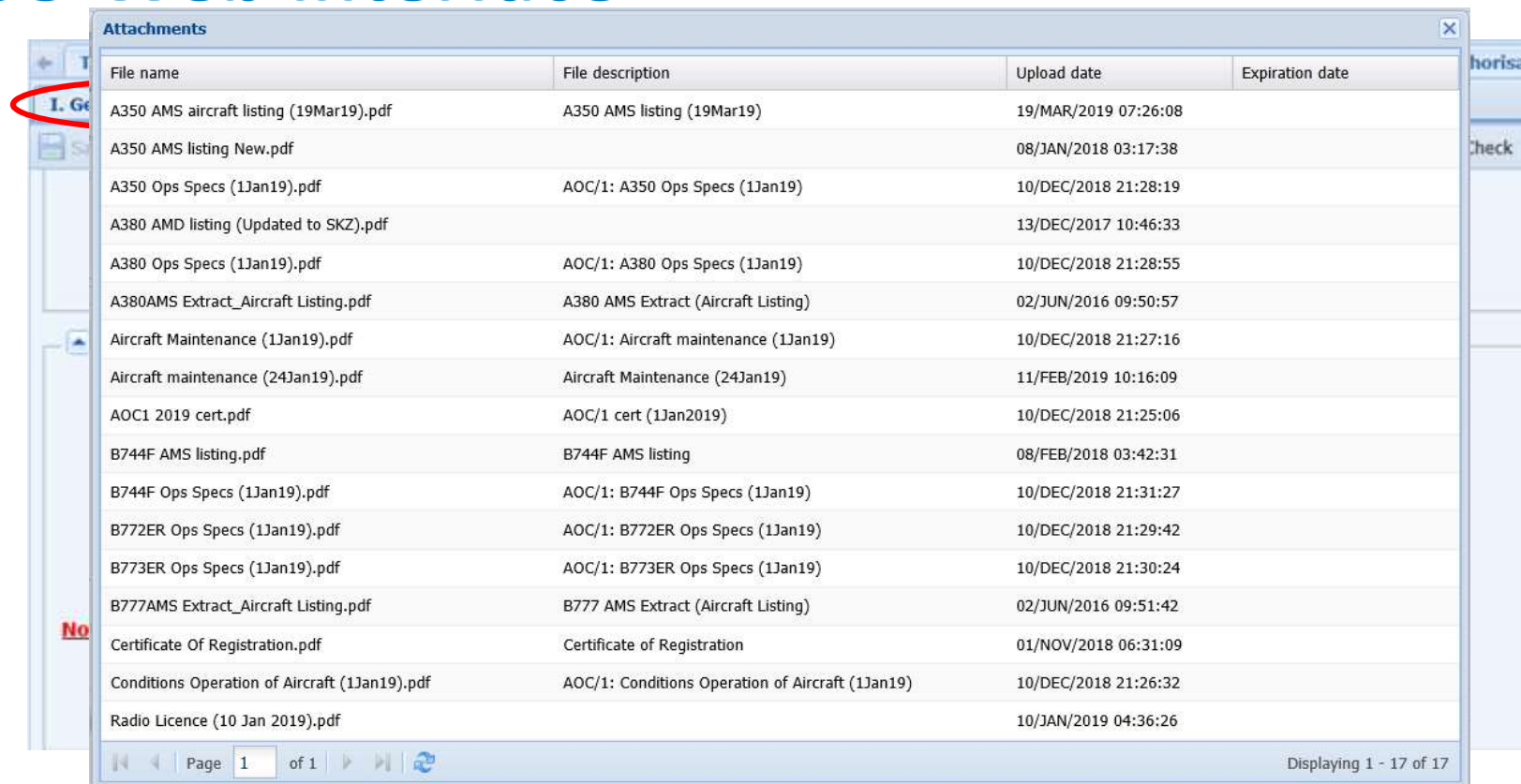
TCO Web interface



The screenshot displays the EASA TCO Web interface. At the top, the EASA logo and the text 'European Union Aviation Safety Agency' are visible, along with the user login 'You are logged in as Ludovic Pares'. The navigation bar includes links for Dashboard, Search Aircraft, TCO files, Authorisation panels, Users, and My details. The main section is titled 'TCO file management:' and features input fields for 'OPERATOR NAME' and 'TCO CODE'. Below these are tabs for 'TCO data', 'Eligibility check', 'EASA / Operator Q&A (2/58)', and 'Basic Operator Data'. The 'Basic Operator Data' tab is selected and circled in red. Below the tabs are buttons for 'View' (circled in red), 'Compare', and 'Back to TCO files'. A table of TCO files is displayed with the following columns: Version, Domain, Status, Submission date, Submitted By, and First save since subr.

Version	Domain	Status	Submission date	Submitted By	First save since subr
118	✈️	Submitted	30/APR/2019 05:00...	OPERATOR	
117	✈️	Submitted	17/APR/2019 11:42...	OPERATOR	
116	✈️	Submitted	01/APR/2019 12:35...	OPERATOR	
115	✈️	Submitted	27/MAR/2019 03:33...	OPERATOR	
114	✈️	Submitted	19/MAR/2019 07:31...	OPERATOR	
113	✈️	Submitted	12/MAR/2019 06:06...	OPERATOR	
112	✈️	Submitted	11/FEB/2019 10:20:...	OPERATOR	

TCO Web interface



File name	File description	Upload date	Expiration date
A350 AMS aircraft listing (19Mar19).pdf	A350 AMS listing (19Mar19)	19/MAR/2019 07:26:08	
A350 AMS listing New.pdf		08/JAN/2018 03:17:38	
A350 Ops Specs (1Jan19).pdf	AOC/1: A350 Ops Specs (1Jan19)	10/DEC/2018 21:28:19	
A380 AMD listing (Updated to SKZ).pdf		13/DEC/2017 10:46:33	
A380 Ops Specs (1Jan19).pdf	AOC/1: A380 Ops Specs (1Jan19)	10/DEC/2018 21:28:55	
A380AMS Extract_Aircraft Listing.pdf	A380 AMS Extract (Aircraft Listing)	02/JUN/2016 09:50:57	
Aircraft Maintenance (1Jan19).pdf	AOC/1: Aircraft maintenance (1Jan19)	10/DEC/2018 21:27:16	
Aircraft maintenance (24Jan19).pdf	Aircraft Maintenance (24Jan19)	11/FEB/2019 10:16:09	
AOC1 2019 cert.pdf	AOC/1 cert (1Jan2019)	10/DEC/2018 21:25:06	
B744F AMS listing.pdf	B744F AMS listing	08/FEB/2018 03:42:31	
B744F Ops Specs (1Jan19).pdf	AOC/1: B744F Ops Specs (1Jan19)	10/DEC/2018 21:31:27	
B772ER Ops Specs (1Jan19).pdf	AOC/1: B772ER Ops Specs (1Jan19)	10/DEC/2018 21:29:42	
B773ER Ops Specs (1Jan19).pdf	AOC/1: B773ER Ops Specs (1Jan19)	10/DEC/2018 21:30:24	
B777AMS Extract_Aircraft Listing.pdf	B777 AMS Extract (Aircraft Listing)	02/JUN/2016 09:51:42	
Certificate Of Registration.pdf	Certificate of Registration	01/NOV/2018 06:31:09	
Conditions Operation of Aircraft (1Jan19).pdf	AOC/1: Conditions Operation of Aircraft (1Jan19)	10/DEC/2018 21:26:32	
Radio Licence (10 Jan 2019).pdf		10/JAN/2019 04:36:26	

Page 1 of 1 | Displaying 1 - 17 of 17

TCO Web interface

TCO data Eligibility check EASA / Operator Q&A (2/58) Basic Operator Data TCO model Additional Operator Data Findings Authorisation history Specifications Confidential info exchange

I. General operator information II. Organisation III. Accident history IV. Operator's Statement **V. Aeroplanes**

Save BOD Check Comment: Save BOD Check Back to BODs Print

V.A.1 List of all individual aircraft which are intended to be used for flights into, within or out the territory subject to the provisions of the Treaty.
In this section **do not list aircraft which are wet-leased in**

V.A.1 Registration number *
V.A.2 Aircraft Serial Number *
V.A.3 Maximum take-off mass (MTOM) in kgs * 280000

Attachments

File name	File description	Upload date	Expiration date
Certificate of Airworthiness (28 Sep 2018).pdf		12/MAR/2019 05:14:11	

Page 1 of 1 Displaying 1 - 1 of 1

V.A.6.1 Do you use airworthiness review certificate (YES/NO)? ☐ Non expiring
Note *: Attach a copy of the valid Airworthiness Review Certificate
V.A.7 Maximum number of passengers authorised * 161
V.A.8 A/C primarily used for all cargo operation (freighter)? * No
Individual Aircraft Equipment
V.A.9 Communication equipment supporting 8.33 Khz channel spacing * ☐ 0 ☐ 1

Please note that all fields marked with * are mandatory

TCO Web interface

TCO data Eligibility check EASA / Operator Q&A (2/58) Basic Operator Data TCO model Additional Operator Data Findings Authorisation

I. General operator information II. Organisation III. Accident history IV. Operator's Statement V. Aeroplanes

Save BOD Check Comment: Save BOD Check (0)

Actions

Airbus A350-900 A359

V.A.18 Equipped with CVR? * Yes

V.A.19 Please confirm that this aircraft is listed in the Operational Specifications document (or any other similar document) attached under question I.3.2 * Yes

V.A.100 Noise cert. annex 16

V.A.101 According to which Chapter of Annex 16 to the Chicago Convention is this aircraft certified? *

Chapter 2
Chapter 3
Chapter 4
Chapter 5
Chapter 6
Chapter 7
Chapter 8
Chapter 9
Chapter 10
Chapter 11
Chapter 12
Chapter 13

V.A.102 Do you want to attach a copy of the Noise certificate or equivalent document? * No (0)

Please note that all fields marked with * are mandatory

TCO Web interface

→ TCO Web Interface documents can be used to apply the procedure described in the ramp inspection manual (RIM) on the assessment of findings on certificates.

Inspection Item	Inspections Item Title	Inspecting Instructions
A09	Noise Certificate	<i>Note: Noise certificate could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT G finding should be raised for a document not on board.</i>

Inspection Item	Inspections Item Title	Inspecting Instructions
A10	AOC or equivalent	<i>Note: AOC could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT 1 finding should be raised for a document not on board.</i>

Inspection Item	Inspections Item Title	Inspecting Instructions
A12	Certificate of Airworthiness	<i>Note: Certificate of Airworthiness could be checked on the TCO database (if available) during the preparation of inspection. If a valid document is provided on the TCO database only a CAT 1 finding should be raised for a document not on board.</i>

Thank you

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 