



Painless (With Checklist)

As countries around the world start to relax their Covid-related travel bans and open up to international flights again, the US FAA has issued a [reminder to operators](#) that the **EU Ramp Inspection Program (RIP)** is still alive and kicking – or the **EU SAFA Programme**, as it used to be called.

The **RIP** is not exclusive to Europe. Your aircraft can be inspected under the program in 49 different countries around the world, including Canada, Morocco, Singapore, and the United Arab Emirates.

Here are the key points:

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including the serious nature, significance and major risks to the level of

influence on safety.

- If there is a **“corrective actions before flight authorised”** finding – then the inspector is concerned and a repair must be made before the aircraft is released to fly.



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... (the other things your friendly ramp inspection team (so be fair, they almost always are)

- A short time later, those yellow vests will be in the cockpit, and the first request will be for a look at your license, medical, aircraft documents (like Insurance, Airworthiness), and flight paperwork. Make sure you've done your fuel checks and there are a few marks on the flight plan.
- If you get a good cop, bad cop scenario, one will disappear down the back (this will be the nice guy) and check the cabin, while the first will stay and ask you tough questions about the TCAS system.
- Some time later, you'll get a list of findings. The average check is probably about 30 minutes.
- You can be guaranteed they will always have at least one finding – which will probably be obscure.
- Sign off the checklist, and you're on your way.



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Remember, it's not you that's being inspected, it's your aircraft. If you're

uncomfortable with the questions, get them noted and allow your operator to discuss later.

- **Every inspector is a little different.** Work with them and you'll find that 90% of your ramp checks will be over in 20 minutes with little issue.
- Private Operators – especially in GA (even more so under the 5700kg mark) – are **far less likely to get ramp checked.** EASA guidelines do apply to General Aviation, but they are far more interested in Commercial Operators.
- The items checked during ramp checks are based on a risk based approach and can differ from operator to operator (for example depending on findings raised during previous inspections). Meaning that operators who get ramp checked with findings will most likely **get ramp checked again**, to see if they've sorted out the problems!
- EASA regulations requiring **alcohol testing** during ramp checks will take effect across all SAFA countries in **Aug 2020**. But some countries have already started

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The 49 Participating States engaged in the EU Ramp Inspections Programme are:

Europe: Albania, Armenia, Australia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Latvia,





If you want to delve deep into each item on this checklist to find out exactly what inspectors should be looking for, check out [this document](#) published by EASA in Sept 2019, which has the inspection instructions in full. For all things Ramp Inspection Program related, check EASA's dedicated webpage [here](#).


More on the topic:


- More: [EU delays alcohol testing on ramp checks to 2021](#)
- More: [Unreliable Airspeed and the Hidden Risks of Aircraft Storage](#)
- More: [European ADS-B Mandate Postponed](#)
- More: [Cargo Fail: How not to convert your pax aircraft](#)
- More: [Cockpit napping – what are the rules?](#)

More reading:

- Latest: [The 511 on the Nov 5th ICAO changes](#)



 Special Report

 10 Comments

Declan Selleck

Declan is a Flight Service Specialist with Flight Service Bureau.



Special Report

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Special Report

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Briefings Special Report

**Cockpit napping –
what are the rules?**



Peter

22 June, 2020 at 3:26 am

Tim,

When an alternate is planned, although not required, in specific countries depending on the regulations a SID or STAR has to be part of it. The package should be “complete” in those cases.

Peter

22 June, 2020 at 3:23 am

.....



Tim Slater

12 July, 2018 at 6:00 pm

How do you appeal a finding? The report of requiring a SID or STAR in the planning to get to an alternate when CLEARLY not required turns on the inspectors OPINION. As such, there should be pushback that it was an illegitimate exercise of his authority. Do you report directly to that country's CAA? ICAO? FAA? Normally I would say "your house, your rules" but not when what they are requiring isn't documented.

Safa users

18 January, 2018 at 8:10 am

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And be aware that if a defect is correctly identified (seen during the pre-flight check or during the post flight report), correctly reported (on the Aircraft Tech Log, Hold item list, ...) and correctly assessed (with correct AMM, SRM references..) it won't lead to a finding.

Here is the website of EASA where you will find the complete checklist of RAMP inspector and pre-described findings :

<https://www.easa.europa.eu/easa-and-you/air-operations/ramp-inspection-programmes-safa-saca>

Declan

10 April, 2017 at 1:54 pm



specific time and quantity of fuel to be delivered.

Items questioned were the currency of our electronic manuals and charts. Global 6000 aircraft has an electronic display of built in manual and jeppesen revision status and date. TCAS operation and status and the ability of the PIC to sign flight release without a maintenance technician.

Our only finding-not written-was the use of MMEL as an MEL regardless of our LOA from the US FAA. We had already heard that this was the new big thing for US aircraft. The inspector seemed to be satisfied with the explanation that we knew of the recent EU ruling on MMEL's and were currently building an MEL but its completion and approval process will most likely take many, many months.

Juan Carlos

7 April 2017 at 2:08 am



They have kept working personnel flashlight under Category 3, under major finding. The intensity of the flash-light-beam was not satisfactory due to bright sunlight entering into the cockpit. Later during night we checked the flashlight intensity was satisfactory. How could one compare the brightness of a flashlight during day light?

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