OPERATIONS ADVISORY NOTICE (OAN)

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Subject: Ramp Inspections	

Transport Malta

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1.0 Introduction

As of 28 October 2014 Part-ARO.GEN and Part-ARO.RAMP (Annex II to Commission Regulation (EU) No 965/2012 of 5 October 2012) have entered into force.

ARO.GEN covers the inspections of Maltese operated aircraft under the oversight of TM CAD.

2.0 SACA (Safety Assessment of Community Aircraft)

ARO.RAMP covers ramp inspections of third country operators' aircraft, aircraft operated by other European operators under the safety oversight of EASA Member States and also Maltese registered aircraft operated by European operators (dry lease-out). Maltese operated aircraft inspected by EASA member states is usually termed as SACA.

3.0 SANA (Safety Assessment of National Aircraft)

Ramp inspections of aircraft operated by Maltese operators will be included in the oversight programme of TM CAD as per ARO.GEN.305 (b), taking into consideration safety risk assessment, complexity of operation and activities and performance of past audits.

Ramp inspections (RI) falling under the ARO.GEN oversight programme, also usually termed as SANA inspections will be carried out using as much as possible the same principles as the ARO.RAMP inspections (SACA/SAFA).

The results of these ramp inspections will be formally made via email using the EASA Form 137 ramp inspection report by the RI National Coordinator. Findings will be categorized according to ARO.RAMP.130.

4.0 Findings

Any finding raised by the inspecting authority, be it a SACA or SAFA on Maltese operated aircraft will be based and categorized on the list of Pre-determined findings (PDF's) found on this link:
http://www.transport.gov.mt/aviation/aircraft/safasacasana-ramp-inspe

This list ensures standardization of inspections and incorporate PDFs specific for SACA inspections. In certain cases, there may also be findings which are not covered in the PDF list and these would be termed as UDF (User Described Finding). The associated Standard Reference representing the basis for the identification of the finding shall be reported by the inspecting Authority.

4.1 Categorisation of Findings

Inspection findings are categorised according to the perceived influence on flight safety and are categorised in ARO.RAMP.130 as follows:

i. A category 3 finding is any detected significant non-compliance with the applicable requirements or the terms of a certificate that has a major influence on safety;

ii. A category 2 finding is any detected non-compliance with the applicable requirements or terms of a certificate that has a significant influence on safety;

iii. A category 1 finding is any detected non-compliance with the applicable requirements or the terms of a certificate that has a minor influence on safety.

4.2 Confirmation of Findings

Confirmation of findings from ramp inspections (SAFA/SACA) would be formalized on the EASA Ramp Inspection centralized database.

5.0 Corrective Action

Immediate action at the time of inspection is referred to as Class 3 following the identification of findings during the ramp inspection.

6.0 Class 3 Action

A class 3 action follows a category 3 finding which is considered to have a major effect on the safe operation of the aircraft. For that reason, action(s) shall be taken before the departure of the aircraft.

i. **Class 3a Restriction on the aircraft flight operation**
The inspector performing the ramp inspection has concluded that, as a result of some deficiencies identified during the inspection, the aircraft may depart only under certain restrictions.

ii. **Class 3b Corrective actions before flight**
The ramp inspector has identified some deficiencies that require corrective action(s) before the intended flight.

iii. **Class 3c Aircraft detained by the inspecting Authority**
The inspecting Authority may ground an aircraft in a situation where the category 3 (major) findings are not corrected by the operator before flight.

7.0 Class 2 Action

A class 2 action shall be taken after inspections where category 2 or category 3 findings have been identified. Category 2 and 3 findings are considered to have a significant influence on safety. Therefore, when Category 2 and/or 3 findings have been raised, automatic communications from the EASA RI database will be received by TM CAD and the Operator when findings are confirmed.

8.0 Unreasonable Delay

An unnecessary delay of the aircraft should be avoided by the inspecting authority. However if the aircraft is delayed due to undetected non-compliances and either need a corrective action before departure, or need proper identification/assessment by the operator, then these are deemed as justifiable reasons for a delay. Refer to ***GM1 ARO.RAMP.125(b) paragraph (c).***

9.0 Grounding of Aircraft

ARO.RAMP.140 covers the requirements for grounding of aircraft by the inspecting authority.

10.0 Maltese AOC holders

AOC Holders are required to have a person within its management to liaise with TM CAD and manage the follow-up of the inspections and act as a focal point with TM CAD and within their organization. This person would also have access and upload the corrective actions and evidence on EASA RI centralized database whenever necessary in a timely manner

The organizations shall have a procedure in the Operations Manual to manage ramp inspections follow up and timely corrective action. The procedure should also cover promotion of awareness of ramp inspections for frontline personnel and interaction with the ramp inspectors. The procedure should also cover the usage of the EASA Ramp Inspections centralized database for the upload of the corrective actions, relevant evidence as necessary and timely closure of findings. The EASA RI centralized database also enables the operators to monitor their performance.

11.0 EASA Ramp Inspections Data Analysis

EASA performs and publishes the operator's data analysis on the Ramp Inspections centralized database. This can be found on the Operator Board of the Data Analysis menu.

The analysis is based on the methodology that yields individual aircraft ratios based on a weighting formula:

Formula: (w1 x Fcat.1+ w2 x Fcat.2+ w3 x Fcat.3)/I

w1, w2, w3 = weight factor
Fcat.1 = number of category 1 (minor) findings
Fcat.2 = number of category 2 (significant) findings
Fcat.3 = number of category 3 (major) findings
I = number of inspections
The weight factors are: W1 = 0.25, W2 = 1.0 and W3 = 2.0

The operator ratio is calculated by averaging the individual ratios of all aircraft operated by a certain operator, inspected during the reference period (12 months).

When the operator ratio exceeds a certain value (normally 2) the operator could be inserted in the EASA prioritisation list.

EASA also provides details of operators of Member States with poor ratios to the Commission. The Commission will decide which operators will be chosen for review by members of the Air Safety Committee.

Flight Operations Inspectorate in conjunction with RI National Coordinator