

#### Detailed inspection instructions including pre-described findings

This document is using standard references contained in the following documents:

The Convention on International Civil Aviation (also known as Chicago Convention), 9th Edition, 2006

- ICAO Annex 1 (11<sup>th</sup> Edition, July 2011, Amendment 170)
- ICAO Annex 2 (10<sup>th</sup> Edition, July 2005, Amendment 42, July 2009)
- ICAO Annex 6, Part I (9<sup>th</sup> Edition, July 2010, Amendment 35, October 2011)
- ICAO Annex 7 (5<sup>th</sup> Edition, July 2003 and Amendment 2 to the Supplement dated August 2007 incorporated)
- ICAO Annex 8 (11<sup>th</sup> Edition, July 2010, Amendment 103)
- ICAO Annex 10, Volume V (6<sup>th</sup> Edition, July 2006, Amendment 86)
- ICAO Annex 15 (13<sup>th</sup> Edition, July 2010, Amendment 36)
- ICAO Annex 16, Volume I (6<sup>th</sup> Edition, July 2011)
- ICAO Annex 18, (4<sup>th</sup> Edition, July 2011, Amendment 10 incorporated)
- ICAO Doc 7030
- ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2011-2012 Edition, Addendum No. 3/Corrigendum No. 2

Note: References to international standards are coded as in the following examples: A6-I-4.3.1 means Annex 6, Part I, Chapter 4.3.1

CC29 means Article 29 of the Chicago Convention



Insp. Item	Insp. Item Description	Page
Α	Flight Deck	
A01	General Condition	03
A02	Emergency Exit	08
A03	Equipment	10
A04	Manuals	14
A05	Checklists	17
A06	Radio Navigation Charts	19
AU7	Minimum Equipment List	22
Α00 ΔΩΩ	Noise certificate	20
A03 A10	AOC or equivalent	30
A11	Radio license	33
A12	Certificate of Airworthiness	34
A13	Flight Preparation	36
A14	Weight and balance sheet	46
A15	Hand fire extinguishers	50
A16	Life jackets/flotation device	53
A17	Harness	55
A18 A10	Oxygen equipment	50
A19 A20	Flash light	59 60
A20 A21	lourney log book	79
A22	Maintenance release	81
A23	Defect notification and rectification	82
A24	Preflight inspection	90
В	Safety/Cabin	
B01	General Internal Condition	91
B02	Cabin Attendant's Station/Crew Rest Area	96
B03	First Aid Kit/Emergency Medical Kit	99
B04	Hand fire extinguisners	102
B05 B06	Life jackets/Flotation devices	104
B07	Emergency exit lightning and marking Torches	110
B08	Slides/Life Rafts FLT	120
B09	Oxvgen Supply	124
B10	Safety instructions	130
B11	Cabin crew members	135
B12	Access to emergency exits	137
B13	Safety of passenger baggage	143
B14	Seat capacity	144
C	Aircraft Condition	
C01	General External Condition	145
C02	Doors and Hatches	148
C03	Flight Controls	149
C04 C05	Undercarriage, skids/floats	150
C06	Wheel well	152
C07	Powerplant and Pvlon	153
C08	Fan blades	154
C09	Propellers, rotors (main/tail)	155
C10	Obvious repairs	156
C11	Obvious unrepaired damage	157
C12	Leakage	158
D	Cargo	
D01	General Condition of Cargo Compartment	159
D02	Dangerous Goods	162
003	Salety of Cargo on Board	169
E	General	474
E01	General	1/1



#### Part 1 Operations International Commercial Air Transport – Aeroplanes

Inspection Item	Inspections Item Title	Inspecting Instructions
A01	General Condition	<ul> <li>Check general condition.</li> <li>Check the stowage of interior equipment, suitcases, navigation chart cases etc.</li> <li>Note: inspectors should make sure that manuals, flight cases etc. were indeed not appropriately stored during flight since e.g. there is no suitable storage area. However, in those cases where it cannot be excluded that the crew indeed stores the manuals during flight, no finding should be raised. Such manuals and cases may have indeed been used by the crew during taxi and the turn-around before the inspector enters the flight deck.</li> <li>If a flight crew compartment door is installed, check the door locking/unlocking mechanism.</li> <li>On passenger carrying aeroplanes with MTOW &gt; 45.500 kg (or with a passenger seating capacity more than 60 pax) check for installation and serviceability of the reinforced cockpit door.</li> <li>Check the means to monitor the door area from either pilots seat. Some means will fully satisfy the requirements, such as CCTV systems. However, means such as the spyhole do not enable the crew to monitor the door area from the cockpit is of paramount importance, therefore alternative procedures such as an audio signalling code in addition to a spyhole are also considered to be not in compliance as they do not provide for an actual visual monitoring it therefore, a cat. 2 finding should be raised in such a situation as well. However, when this has been compensated during critical phases of the flight, for instance by the use of an additional crew member to monitor the also another the cat. 1 should be used). The presence in the cockpit of an additional crew member during all phases of the flight deck during these phases, it still constitutes a finding, but with a lesser impact on safety (hence the cat. 1 should be used). The presence in the cockpit of an additional crew member during all phases of the flight. If other the cat, 1 should be used). The presence in the cockpit of an additional crew member during all phases of the flight tor thub cat.</li> <li< td=""></li<></ul>



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	1	1	A6-I-13.2.2	From 1 November 2003, all passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.	Door (un)locking mechanism at (Co)Pilot station N/A or U/S	A01- 01	
A01	1	2	A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	No means provided for crew notification	A01- 02	
A01		1	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)	A01- 03	Indicate the particulars of the situation observed
A01		2	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available from either pilot's station (and no alternative operational procedures established)	A01- 04	
A01		3	A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Means to monitor the door area not available or U/S (outside MEL limits)	A01- 05	
A01		3	A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	Cockpit door lock N/A or U/S (outside MEL limits)	A01- 06	
A01	M	3			Damages to flight deck windows outside AMM limits	A01- 07	Describe nature and extent of damage



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	1	3	A6-I-9.1.1	The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.	Insufficient number of flight crew members	A01- 08	Describe the observed situation vs. the requirements in the OPS Manual
A01	1	3	A6-I-2.2.10.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual.	Flight Crew member not in compliance with the flight and duty time rules	A01- 09	Describe the observed situation vs. the requirements in the OPS Manual
A01	I	3	A8-IIIA- 4.1.7.1 A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Interior equipment and/or other object(s) not correctly secured or stowed during flight	A01- 10	Indicate what interior equipment/object( s) was not secured
			A8-IIIA- 4.1.6.(c) A8-IIIB- 4.2.(c)	be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference			
A01	1	3	A6-I-13.2.2	From 1 November 2003, all passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.	Reinforced cockpit door not installed (on passenger flights)	A01- 11	
A01	М	3			Lights U/s in warning panel (outside MEL limits)	A01- 12	Indicate the particulars of the situation
A01	I	2	A8-IIIA-	Pilot vision. The arrangement of the pilot compartment shall be such	Cockpit installations significantly	A01-	Indicate the
			A8-IIIB-4.2d	vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design			situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
				features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.				
A01	I	3	A8-IIIA- 4.1.6d,	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.	Windshield wipers/cleaning/drying system not installed or inoperative and their usage required due to precipitation (outside MEL limits)	A01- 14	Indicate the particulars of the situation observed	
A01	I	3	A8-IIIA-1.4, A8-IIIB-1.3 A8-IIIA-1.5, A8-IIIB-1.4	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe. Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	A01- 15	Indicate the particulars of the situation observed	
A01	1	1	2	A8-IIIA-9.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of an aeroplane flight manual, markings and placards, and such other means as may effectively accomplish the purpose. The limitations and information shall include at least those prescribed in 9.2, 9.3 and 9.4.	Operational flight deck markings and/or placards missing or incorrect	A01- 16	Indicate the particulars of the situation observed
			A0-IIID-7.1	Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of a flight manual, markings and placards, and such other means as may effectively accomplish the purpose. The limitations and information shall include at least those prescribed in this sub-part.				



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A01	1	2	A8-IIIA-1.4 A8-IIIB-1.3	Unsafe features and characteristics Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Inadvertently exposed electrical cables/wires in the cockpit	A01- 17	Indicate the particulars of the situation observed
A01	Μ	3			Windshield delamination outside AMM limits	A01- 18	Indicate the particulars of the situation observed



Inspection	Inspections Item Title	Inspecting Instructions
Item		
A02	Emergency Exit	Check serviceability of exits and, when ropes are installed, check that they are secured.
		Check whether access to emergency exits is restricted or impeded.
		Note: Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight
		preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before
		flight. If the crew is unable to confirm this, a finding may be appropriate.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A02	Ι	3	A8-IIIA-4.1.7.3	The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.	Access to emergency exit impeded	A02- 01	Indicate why the access to emergency exit is impeded
A02	I	3	A8-IIIA-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Emergency exits U/S	A02- 02	
			A8-IIIA-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-IIIB-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.			
			A8-IIIB-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
			A8-IIIB-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
				A8-V-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of		



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
				operation shall be plainly marked.				
A02	1	3	A8-IIIA-4.1.7.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside MEL)	A02- 03	Indicate the particulars of the situation observed (e.g. what emergency facilities are not available or unserviceable)	
			A8-IIIA-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				
				A8-IIIB-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.			
			A8-IIIB-4.6.4	On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.				
			A8-IIIB-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				
			A8-V-6.3	Safety and survival equipment. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				



Inspection Item	Inspections Item Title	Inspecting Instructions
A03	Equipment	<ul> <li>All Flights: <ul> <li>a) TAWS (E-GPWS)</li> <li>Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions.</li> <li>When an operational test can be performed by the pilot, it should be requested</li> <li>Note: concertain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</li> <li>Note: 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 requirements.</li> <li>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 non-revenue flight.</li> <li>b) ACAS II (TCAS)</li> <li>Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits.</li> <li>When an operational test can be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</li> <li>In the case where an aircraft is found not to be fitted with a compliant TCAS/ACAS II system then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a non-revenue flight.</li> <li>Note: On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.</li> <li>In the case where an aircraft is found not to be fitted with a compliant TCAS/ACAS II system then the competent authority should consider imposing</li></ul></li></ul>
		a) RVSM Check whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with Doc 9614). Area of applicability (ICAO Doc 7030):



2.1.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the following flight information regions/upper flight information regions (FIRs/UIRs): Amsterdam, Ankara, Athinai, Barcelona, Beograd, Berlin, Bodo, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kharkiv, København, Kyiv, Lisboa, Ljubljana, London, L'viv, Madrid, Malmö, Malta, Milano, Minsk, München, Nicosia, Odesa, Oslo, Praha, Rhein, Riga, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Stockholm, Sundsvall, Switzerland, Tallinn, Tampere, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Zagreb. 2.1.2 RVSM shall be applicable in either all, or part of, that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs/UIRs: Canaries (AFI Region), Casablanca, Tunis.
b) RNAV Check that the aircraft is equipped with RNAV equipment. For operations in airspace designated as B-RNAV or P-RNAV check if the aircraft meets the Required Navigation Performance (RNP) requirements.
c) MNPS Check whether the equipment unserviceability (if any) renders the aircraft non-MNPS capable. Area of applicability (ICAO Doc 7030): The MNPS shall be applicable in that volume of airspace between FL 285 and FL 420 within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic and New York, excluding the area west of 60°W and south of 38°30'N.
d) 8.33 kHz channel spacing Check that radio equipment is 8.33 kHz channel spacing capable. This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 kHz on the radio control panel. The panel should normally show 6 digits – however some radio control panels may omit the leading "1" and display only 5 digits, e.g. 32.055. <i>Area of applicability:</i>
The carriage of 8.33 kHz channel spacing capable radio equipment is mandatory for operations in the specified ICAO EUR region for flights above FL 195.
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.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A03	I	3	A6-I-6.1.1	In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of	Required equipment installed but clearly not being used during operation by crew	A03- 01	Indicate the particulars of the situation



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Registry			
A03	1	3	A6-I-6.18.2	From 1 January 2005, all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).	ACAS II N/A or U/S (outside MEL limits)	A03- 02	Indicate the particulars of the situation observed
A03	1	2	A2-2.3.1	2.3.1 Responsibility of pilot-in-command The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.	Aircraft with first CoA issued on or after 1 March 2012 not equipped with ACAS II, software version 7.1	A03- 03	Indicate the particulars of the situation observed
A03	1	3	A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight.	GPWS with forward looking terrain avoidance function not installed or unserviceable (outside MEL limits)	A03- 04	Indicate if no system at all was found or if the forward looking function is missing. If unserviceable,
			A6-I-6.15.4	From 1 January 2007, all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.			specify the reason.
			A6-I-6.15.6	From 1 January 2007, all piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.8 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.			
			A6-I-6.15.8	<ul> <li>A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances:</li> <li>a) excessive descent rate;</li> <li>b) excessive terrain closure rate;</li> <li>c) excessive altitude loss after take-off or go-around;</li> <li>d) unsafe terrain clearance while not in landing configuration: <ol> <li>gear not locked down;</li> <li>flaps not in a landing position; and</li> <li>excessive descent below the instrument glide path.</li> </ol> </li> </ul>			
A03	1	3	EUR 3.2.1	All aircraft operating above FL 195 in the European Region shall be	Radio channel spacing does	A03-	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				equipped with 8.33 kHz channel spacing capable radio equipment.	not meet the airspace requirements for the filed flight plan	05	
A03	1	3	A6-I-4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight;	N/A or U/S (outside MEL limits)	A03- 06	Indicate what equipment was N/A or U/S and type of operation
			A6-I-7.2.1	An aeroplane shall be provided with navigation equipment which will enable it to proceed: a) in accordance with the flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules is accomplished by visual reference to landmarks.			
A03		3	A6-I-6.3.2.1.3	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2003, shall be equipped with a CVR capable of retaining the information recorded during at least the last two hours of its operation.	Cockpit Voice Recorder inoperative (outside MEL limits)	A03- 07	
			A6-I-6.3.2.1.4	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.			
			A6-I-6.3.2.1.5	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with a CVR.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
Inspection Item A04	Inspections Item Title Manuals	Check for presence of Operations Manual and Aircraft Flight Manual. (Note: flight manual data may be included in the operations manual). Check if their content complies with the requirements and is up to date (e.g. with the latest revision of the AFM). Note: Not all parts of the OPS Manual have to be carried on board. As a minimum there shall be available those parts pertaining to flight operations. Note: in the Ops. manual the following subjects, in particular, could be checked:
		does not require that proof of such approval be contained in the manual itself. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval does not constitute a finding.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A04	I	2	A6-I-6.2.3ab	An aeroplane shall carry: a) the operations manual prescribed in 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation	No or incomplete parts of the Operations Manual pertaining to flight operations on board	A04-01	Indicate what information is missing



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual;			
A04	1	2	A6-I-2.2.10.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual.	No rules on flight time, flight duty and rest time limitations in the Operations manual	A04-02	
A04	I	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual not up to date	A04-03	Indicate the particulars of the situation observed
A04	1	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations manual not issued by the operator	A04-04	Indicate the particulars of the situation observed
A04	I	2	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations Manual published in a language not understood by a member of the flight crew	A04-05	Indicate the particulars of the situation observed
A04	1	3	A6-I-6.2.3ab	<ul> <li>An aeroplane shall carry:</li> <li>a) the operations manual prescribed in 4.2.3, or those parts of it that pertain to flight operations;</li> <li>b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual;</li> </ul>	No or incomplete performance and limitations data on board	A04-06	Indicate what performance or limitations data is missing
A04	1	3	A18-9.2	The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.	No information and instructions in Operations Manual on the actions to be taken in the event of an emergency (DG on board)	A04-07	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A04	1	3	A6-I-4.2.3.1	An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Operations Manual published in a language not understood by any of the flight crew members	A04-08	Indicate the particulars of the situation observed



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A05	Checklists	<ul> <li>Check if checklists are available and easily accessible.</li> <li>Note: Most modern aircraft have some checklists held electronically, e.g. the Airbus ECAM system. This should not constitute a finding provided that the crew can demonstrate access to such checklists and they are correctly documented in the Operations manual.</li> <li>Check if the OPS Manual contains the required checklists. Compare the version in OPS Manual with the ones available to the crew.</li> <li>Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations.</li> <li>Note: Normal, non-normal and emergency checklists are sometimes combined in a "Quick Reference Handbook". Nevertheless, inspectors may find separate checklists for each phase of the flight, which is fully compliant.</li> <li>Check if the checklists are identical for all members of the flight crew.</li> <li>Note: If checklists with a different number of revision/different dates are present, check if the content is identical.</li> <li>Note: On some ex-Soviet built aircraft only the flight engineer has a checklist. The pilot and co-pilot may be working from a memorised checklist only.</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A05	1	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. Note: - Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).	Checklists do not conform with the checklist details in the operations manual	A05- 01	Indicate what details do not conform
A05	1	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. Note: - Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).	No checklist details in the operations manual	A05- 02	
A05	1	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of	Normal and emergency checklists not readily accessible to all relevant flight crew members	A05- 03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				airworthiness and otherwise in the operations manual, are followed			
<u>A05</u>	I	2	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual, are followed. The design and utilization of checklists shall observe Human Factors principles.	Checklists not covering all flight phases	A05- 04	Indicate the flight phases are not covered
A05	1	3	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual, are followed	Different versions of checklists used by captain and co-pilot	A05- 05	Indicate the particulars of the situation observed
A05	1	3	A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual, are followed	No normal and emergency checklists available	A05- 06	



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A06	Radio Navigation Charts	Check if the required departure, en-route, approach and aerodrome charts are available, within reach, up-to-date to the latest AIRAC amendments (including those for the alternate aerodromes).
		Note: one or two amendments missing in the chart library could still be acceptable provided the charts to cover the route flown, or about to be flown, including associated diversions, are up to date to the latest AIRAC amendments.
		Note: If other charts are not updated, but the required ones are, this does not constitute a finding. Such a case should be reported though as a General Remark.
		Check the validity of the FMS/GPS database; in case of expiration, check the MEL.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A06	1	2	A6-I-7.4.2 A15-6.1.1	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it. Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.	Navigation database out of date (within MEL limits)	A06- 01	Indicate the expiration date of the database
A06	1	3	A6-I-7.4.2	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it. Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.	Navigation database out of date (outside MEL limits)	A06- 02	Indicate the expiration date of the database



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed
nom						0000	description
A06		2	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted. Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.	Required en-route charts out of date (navigation database up to date)	A06- 03	Indicate: -what charts are not up to date -the date/number of revision of the inspected charts -the date/number of revision of the current applicable charts
A06	1	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted. An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it	Required en-route charts and navigation database out of date	A06- 04	Indicate: -what charts are not up to date -the expiration date of the database
A06		3	A6-I-6.2.3c	<ul> <li>An aeroplane shall carry:</li> <li>c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.</li> <li>Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.</li> </ul>	Required instrument charts not on board	A06- 05	Indicate what charts are missing
A06	T	3	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted. Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January	Required instrument charts (except en-route) out of date	A06- 06	Indicate: -what charts are not up to date -the date/number of revision of the inspected charts -the date/number of



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.			revision of the current applicable charts
A06	1	2	A6-I-6.2.3c	An aeroplane shall carry: c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted. Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.	Several sets of required instrument charts available in the flight deck, of which one (not in use)is out of date	A06- 07	Indicate: -what charts are not up to date -the date/number of revision of the inspected out of date charts



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A07	Minimum Equipment List	Check if the MEL is available.
		Note: An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.
		Check if the MEL is not less restrictive than MMEL. Note: If it is found that the MEL does not incorporate the latest revision of the MMEL, this should be reported as a General Remark (cat. G). Note: Checking the revision status of the MEL might not be enough; in case the last revision introduced less restrictive conditions, the MEL might not have to be updated. A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control. Note: It takes time before more strict requirements introduced by a new MMEL will be implemented. Inspectors should allow a timeframe of at least 4 months (since publication of the revised MMEL) for the revision of a MEL.
		Check if MEL content reflects actual equipment installed on the aircraft and takes into account the special approvals in the operations specifications. Check if the MEL contains the (M) maintenance and/or (O) operational procedures.
		Check if the MEL is fully customised. For example, the MEL should not contain a reference to regulatory material ("ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.") but should mention the actual required number. Note: Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.
		Check if the deferred defects (if any) are in accordance with the MEL instructions.
		Note: Annex 6 does require that the MEL is approved by the State of Operator. However, the Annex 6 does not require that proof of such approval be contained in the MEL itself or has to be carried on board. It is up to each and every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual. The absence of a specific approval of the MEL on board of the aircraft does not constitute a finding.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator	MEL does not reflect aircraft configuration or the operations specifications	A07- 01	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry			
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	A07- 02	Indicate the particulars of the situation observed
A07	1	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	A07- 03	Indicate the particulars of the situation observed
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	A07- 04	Indicate the particulars of the situation observed
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	A07- 05	Indicate the particulars of the situation observed



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
item						code	description
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	MEL not available (no deferred defects)	A07- 06	
A07	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.	Some MEL items not fully customised (but no defects affecting those items)	A07- 07	Indicate the particulars of the situation observed
A07	I	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	MMEL instead of MEL	A07- 08	
A07	I	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.	Some MEL items not fully customised (with defects affecting those items)	A07- 09	Indicate the particulars of the situation observed
A07	1	3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State	MEL not available (with deferred defects)	A07- 10	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. Note: - Attachment F contains guidance on the minimum equipment list.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A08	Certificate of Registration	<ul> <li>Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew".</li> <li>Check if its format and content are in accordance with the requirements and whether translated into the English language. Check for fireproof identification plate (usually near the left forward door). Compare the data on the plate with that on the C of R.</li> <li>Note: Annex 7 requires that a fireproof plate needs to be installed near the main entrance. It is often found that the plate is located somewhere else on the aircraft. Although it is not compliant to the requirements, the safety relevance is rather low and therefore no finding should be raised.</li> <li>Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.</li> <li>Note: If the CofR was not found on board during the inspection, the Category 2 PDF reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above)</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	1	1	A7-7.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. Note: - The size of the form is at the discretion of the State of Registry or common mark registering authority.	CofR format not in accordance with Annex 7	A08- 01	Indicate the particulars of the situation observed
A08	Ι	1	A7-7.2	When certificates of registration are issued in a language other than English, they shall include an English translation.	No English translation	A08- 02	
A08	1	1	A7-8	An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.	No fireproof identification plate	A08- 03	
A08	1	1	A7-8	An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.	Mismatch of data on CofR and identification plate	A08- 04	Indicate the particulars of the situation observed
A08	1	2	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. a) Its certificate of registration;	No valid CofR or cannot be shown by crew	A08- 05	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A08	I	1	CC-29a	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. a) Its certificate of registration;	A valid CofR was issued but not carried on board.	A08- 06	



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A09	Noise Certificate	Check for presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the C of R) of the document attesting noise certification and whether translated in English language.
		Note: Certain States (e.g. United States, China) incorporate the noise certification data in the Aircraft Flight Manual and/or the Certificate of Airworthiness. Such cases are in compliance with the ICAO requirements and do not constitute a finding. Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A09	Ι	1	A16-I-II-1.4	The documents attesting noise certification shall be approved by the State of Registry and shall be required by that State to be carried on the aircraft. 1.5 The documents attesting noise certification for an aircraft shal	Documents attesting noise certification inaccurate, not on board or cannot be produced by the crew	A09- 01	
				<ul> <li>Item 1. Name of State.</li> <li>Item 2. Title of the noise document.</li> <li>Item 3. Number of the document.</li> <li>Item 4. Nationality or common mark and registration marks.</li> <li>Item 5. Manufacturer and manufacturer's designation of aircraft.</li> <li>Item 6. Aircraft serial number.</li> <li>Item 7. Engine manufacturer, type and model.</li> <li>Item 8. Propeller type and model for propeller-driven aeroplanes</li> <li>Item 10. Maximum take-off mass in kilograms.</li> <li>Item 11. The chapter and section of this Annex.</li> <li>Item 12. Additional modifications incorporated for the purpose o compliance with the applicable noise certification</li> <li>Standards.</li> <li>Item 13. The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of this Annex.</li> <li>Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of this Annex.</li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of this Annex. Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8 and 11 of this Annex. Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8 and 10 of this Annex. Item 18. Statement of compliance, including a reference to Annex 16, Volume I. Item 19. Date of issuance of the noise certification document. Item 20. Signature of the officer issuing it.			
A09	1	1	A6-I-6.13	An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. Note The attestation may be contained in any document, carried on board, approved by the State of Registry.	No English translation	A09- 02	



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A10	AOC or equivalent	<ul> <li>Check for presence and accuracy (including the Operations Specifications).</li> <li>Check if format (layout and content) of AOC and OPS Specs is in compliance with Annex 6 (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in chapter 4.3 above.</li> <li>Note 1: although ICAO requires a specific layout, no finding but a Category G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</li> <li>Note 2: ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transporting DG, a cat. 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").</li> </ul>
		<ul> <li>If the AOC contains an expiration date, check if within the validity period.</li> <li>Check if the aircraft operation (inbound and outbound) is in compliance with the Operations Specifications (limitations, special authorisations: Low Visibility Operations (LVO), (B/P)RNAV, RVSM, MNPS, ETOPS, dangerous goods, and others required for the particular type of operation).</li> <li>Note: EU-OPS is less restrictive than ICAO on the carriage of a copy of the AOC on board: where ICAO requires a certified true copy, EU-OPS requires in OPS 1.125 that "the original or copy" is carried during each flight. Therefore, if an inspector finds a non-certified copy of the AOC on board this may not constitute a finding (however may be recorded as a cat. G remark).</li> <li>Note: If the AOC and/or OPS Specs were not found on board during the inspection, the Category 3 PDF reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above).</li> </ul>

Inspection Item	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A10	G	A6-I-4.2.1.5/ A6-I- 4.2.1.6/ A6-I- 4.2.1.7	The air operator certificate shall contain at least the following information and, from 1 January 2010, shall follow the layout of Appendix 6, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.	Layout of the AOC and/or the OPS Specs not in accordance with provisions of Annex 6	A10-01	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and, from 1 January 2010, shall follow the layout of Appendix 6, paragraph 3. Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 6, paragraphs 2 and 3			
A10	1	2	A6-I-4.2.1.6	The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and, from 1 January 2010, shall follow the layout of Appendix 6, paragraph 3.	Information in the operations specifications not in accordance with Annex 6	A10-02	
			A6-I-APP6.3.1	For each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following list of authorizations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the authority representative, aircraft model, types and area of operations, special limitations and authorizations. <i>Note.</i> — <i>If authorizations and limitations are identical for two or</i> <i>more models, these models may be grouped in a single list.</i>			
A10		2	A6-I-4.2.1.5	<ul> <li>The air operator certificate shall contain at least the following information and, from 1 January 2010, shall follow the layout of Appendix 6, paragraph 2:</li> <li>a) the State of the Operator and the issuing authority;</li> <li>b) the air operator certificate number and its expiration date;</li> <li>c) the operator name, trading name (if different) and address of the principal place of business;</li> <li>d) the date of issue and the name, signature and title of the authority representative; and</li> <li>e) the location, in a controlled document carried on board, where the contact details of operational management can be found.</li> </ul>	Information in AOC incorrect	A10-03	Indicate the particulars of the situation observed
A10	1	2	A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in 4.2.1, and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation	No English translation	A10-04	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				shall be included. Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.			
A10	I	3	A6-I-4.2.1.2	The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications. Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.	Commercial Air Transport operations not in accordance with the operations specifications	A10-05	Please provide additional information (specific type of operation)
A10	I	3	A6-I-4.2.1.1	An operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.	Commercial Air Transport operations without a valid AOC	A10-06	
A10	1	3	A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in 4.2.1, and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. <i>Note.</i> — <i>Provisions for the content of the air operator certificate and</i> <i>its associated operations specifications are contained in 4.2.1.5</i> <i>and 4.2.1.6.</i>	No original nor copy of the AOC, and/or of the operations specifications on board or cannot be shown by the crew	A10-07	
A10		1	A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in 4.2.1, and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.	A valid AOC and/or operations specifications for the flights performed was issued but not carried on board at the time of the inspection.	A10-08	Indicate the particulars of the situation observed



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A11	Radio Licence	<ul> <li>Check for presence and accuracy.</li> <li>Check for the correct name/callsign.</li> <li>Note: Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/callsign, "the general characteristics of the installation" into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.</li> <li>Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.</li> <li>Note: If the Radio Licence is not carried on board during the inspection while engaged in commercial operations, apply the procedure described in Chapter 4.3 above.</li> <li>Note: Certain Radio Licences contain expiration date. If a Radio Licence if found to be expired, this should be recorded as a General Remark only.</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A11	1	1	CC-30a	Aircraft of each contracting State may, in or over the territory of other contracting States, carry radio transmitting apparatus only if a Licence to install and operate such apparatus has been issued by the appropriate authorities of the State in which the aircraft is registered. The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.	Incorrect information on the Radio Station Licence	A11-01	Indicate what is incorrect
A11	I	1	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	A valid Radio Station Licence was issued but not carried on board at the time of the inspection.	A11-02	
A11	I	2	CC-29e	<ul> <li>Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention:</li> <li>e) If it is equipped with radio apparatus, the aircraft radio station licence.</li> </ul>	No Radio Station Licence issued	A11-03	
A11	1	G	CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station licence.	Radio Station Licence on board expired	A11-04	



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A12	Certificate of Airworthiness	Check for presence, accuracy and validity. If no original (or certified copy) CoA is carried on board, apply the procedure described in Chapter 4.3 above. Check if its content is in compliance with the requirement (including English translation if written in another language).
		<ul> <li>Note: In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a cat. 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of registry that the aircraft has a valid CofA.</li> <li>Note: Certain States (e.g. EASA states) issue Certificates of Airworthiness which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.</li> <li>Note: Although ICAO does not specifically allow to carry other than the original of the document, it is considered acceptable if a copy certified by the issuing authority is carried on board.</li> <li>Note: If the CofA was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if during the follow-up process (including the required action to be taken by the airline during the course of the ramp inspection) the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see Chapter 4.3 above).</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A12	I	1	A8-II-3.3.1	The Certificate of Airworthiness shall contain the information shown in Figure 1 and shall be generally similar to it.	Format of CofA not in accordance with Annex 8 requirements	A12- 01	Indicate the particulars of the situation observed
A12	1	2	A8-II-3.3.2	<ul> <li>When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.</li> <li>Note - Article 29 of the Convention on International Civil Aviation requires that the Certificate of Airworthiness be carried on board every aircraft engaged in international air navigation.</li> </ul>	No English translation	A12- 02	
A12	I	3	CC-31	Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness issued or rendered valid by the State in which it is registered.	CofA not issued nor rendered valid by the State of registry	A12- 03	Indicate the particulars of the situation observed
A12		1	CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;	A valid CofA was issued but not carried on board at the time of the inspection.	A12- 04	
A12	Ι	3	CC-39a	Endorsement of certificates and licences a) Any aircraft or part thereof with respect to which there	Endorsed CofA without permission of the State of inspection	A12- 05	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			CC-40	<ul> <li>exists an international standard of airworthiness or performance, and which failed in any respect to satisfy that standard at the time of its certification, shall have endorsed on or attached to its airworthiness certificate a complete enumeration of the details in respect of which it so failed.</li> <li>Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.</li> </ul>			
A12		3	CC-29b	<ul> <li>Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention:</li> <li>b) Its certificate of airworthiness;</li> </ul>	No valid CofA on board.	A12- 06	



Inspection Item	Inspections Item Title	Inspecting Instructions
A13	Flight Preparation	<ul> <li>Check for presence and accuracy of Operational Flight Plan (including signature of PIC). Compare with the relevant instructions the OPS Manual.</li> <li>Check for proper filing system (retaining of all relevant flight preparation documents).</li> <li>Check for proper performance and fuel calculation.</li> <li>Note: In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.</li> <li>Check the fuel consumption monitoring of the incoming flight (if required by the OPS manual).</li> <li>Check if the operator has selected appropriate alternate aerodromes (if required).</li> <li>Check whether the flight crew has reviewed all the meteorological information (including for alternate aerodromes).</li> <li>Note: in line with the previous note, A6-I-4.3.5.2 only requires that the IFR flight "() shall not be commenced unless information is available which indicates that ()"; there is no requirement that the information needs to be on board. The inspector could verify if such information is/was available to the flight crew before departure for the outbound flight.</li> </ul>
		<ul> <li>Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima.</li> <li>Check whether the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes).</li> <li>Note: From the standard A6-I-4.1.1 it results that the operator/flight crew has to be aware of the availability (usually published in Notams) of ground and/or water facilities. As long as the flight crew is aware of it, there is no requirement to carry on board the Notams and no finding should be raised. In order to verify if the crew is indeed aware (in the absence of Notams on board, the inspector could verify the awareness of the information in the Notams published for the airport of inspection (or the alternates).</li> <li>Note: Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</li> </ul>
		<ul> <li>In case of ground icing conditions, check if the proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft.</li> <li>Check for the presence and accuracy of the ATC flight plan.</li> <li><i>Note: Alternate airports do not always need to be mentioned on the ATC flight plan, e.g. flight allowed without an alternate or in the case of repetitive flight plans (RPL). In the latter case, a contact should be mentioned on the flight plan where ATC can obtain information with regard to the selected alternates for the concerned flight (see Doc. 4444, Chapter 16.4.2.2).</i></li> <li><i>Note: depending of the type of operations, the item 10 of the flight plan shall contain the following designators:</i> "<i>R</i>" for <i>B</i>-<i>R</i>NAV operations;</li> <li>"P" for <i>P</i>-<i>R</i>NAV operations (in addition to "<i>R</i>");</li> <li>"Y" for flights in (portions of) airspace where the carriage of 8.33 KHz capable radio equipment is mandatory;</li> <li>"W" for RVSM operations;</li> <li>"S" for aircraft equipped with Mode-S Transponder.</li> </ul>


Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	1	1	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No copy of the operational flight plan retained on the ground	A13- 01	
A13	1	1	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	Operational flight plan not signed by the PIC	A13- 02	
A13	1	2	A2-3.3.2 EUR 2.1.2.1 EUR 2.1.2.2	A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority: — Aircraft identification — Flight rules and type of flight — Number and type(s) of aircraft and wake turbulence category — Equipment — Departure aerodrome (see Note 1) — Estimated off-block time (see Note 2) — Cruising speed(s) — Cruising level(s) — Route to be followed — Destination aerodrome and total estimated elapsed time — Alternate aerodrome(s) — Fuel endurance — Total number of persons on board — Emergency and survival equipment — Other information. Operators of aircraft approved for basic area navigation (B-RNAV) operations, as set out in 4.1.1.5.2, shall insert the designator "R" in Item 10 of the flight plan. Operators of aircraft approved for precision area navigation (P- RNAV) operations as set out in 4.1.1.5.2, shall in addition to the	ATC Flight plan incorrect	A13- 03	Indicate why the ATC flight plan is incorrect
			EUR 2.1.2.2	Item 10 of the flight plan. Operators of aircraft approved for precision area navigation (P- RNAV) operations, as set out in 4.1.1.5.2, shall, in addition to the			



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
Item						code	completing the detailed
							description
				designator "R", also insert the designator "P" in Item 10 of the			
				flight plan.			
			EUR 2.1.2.4	Where a failure or degradation results in the aircraft being unable			
				to meet the P-RNAV functionality and accuracy requirements of			
				4.1.1.5.2.4 before departure, the operator of the aircraft shall not			
				insert the designator "P" in Item 10 of the flight plan.			
				Subsequently, for a flight for which a flight plan has been			
				submitted, an appropriate new flight plan shall be submitted and			
				the old flight plan cancelled. For a flight operating based on a			
				repetitive flight plan (RPL), the RPL shall be cancelled and an			
				appropriate new flight plan shall be submitted.			
			EUR 2.1.2.5	In addition, where a failure or degradation results in the aircraft			
				being unable to meet the B-RNAV functionality and accuracy			
				requirements of 4.1.1.5.2.6 before departure, the operator of the			
				aircraft shall not insert the designators "S" or "R" or "P" in Item 10			
				of the flight plan. Since such flights require special handling by			
				ATC, Item 18 of the flight plan shall contain STS/RNAVINOP.			
				Subsequently, for a flight for which a flight plan has been			
				submitted, an appropriate new flight plan shall be submitted and			
				the old flight plan cancelled. For a flight operating based on an			
				RPL, the RPL shall be cancelled and an appropriate new flight			
				plan shall be submitted.			
			EUR 2.1.8.1	For flights conducted wholly or partly in the volume of airspace			
				where the carriage of 8.33 kHz channel spacing radio equipment			
				is mandatory, as specified in 3.2.1, in addition to the letter S			
				and/or any other letters, as appropriate, the letter Y shall be			
				inserted in Item 10 of the flight plan for aircraft equipped with 8.33			
				kHz channel spacing capable radio equipment, or the indicator			
				SIS/EXIVI833 shall be included in Item 18 for aircraft not equipped			
				but which have been granted exemption from the mandatory			
				carriage requirement. Aircraft normally capable of operating above			
				FL 195 but planning to fly below this level shall include the letter Y			
				as specified above.	4		
			EUR 2.1.8.2	In case of a change in the 8.33 KHz capability status for a flight			
				planned to operate in the area specified in 3.2.1, a modification			
				the relevant from			
				The relevant item.	4		
			EUR 2.1.5.1	Operators of RVSIVI approved aircraft shall indicate the approval			
				status by inserting the letter W in Item 10 of the ICAO flight plan			



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
nem						code	description
				form, regardless of the requested flight level.			
			EUR 2.1.5.2	Operators of RVSM approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.			
			EUR 2.1.6.2	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above to a destination aerodrome within the lateral limits of RVSM airspace shall include the following in Item 15 of the flight plan form: a) the entry point at the lateral limits of RVSM airspace; and b) the requested flight level below FL 290 for that portion of the route commencing at the entry point. Note.— Refer to 6.10.2.4.1 for related ATC requirements.			
			EUR 2.1.6.3	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of RVSM airspace, shall include in Item 15 of the ICAO flight plan form, a requested cruising level below FL 290. Note.— Refer to 6.10.2.4.2 for related ATC requirements.			
			EUR 2.1.6.4	Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome within the lateral limits of RVSM airspace to a destination aerodrome outside the lateral limits of RVSM airspace at a cruising level of FL 290 or above shall include the following in Item 15 of the ICAO flight plan form: a) a requested flight level below FL 290 for that portion of the route within the lateral limits of RVSM airspace; and b) the exit point at the lateral limits of RVSM airspace and the requested flight level for that portion of the route commencing at the exit point. Note.— Refer to 6.10.2.4.3 for related ATC requirements.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13		2	A6-I- 4.3.1(f)(g)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that: f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.	Content and use of the Operational Flight plan not in accordance with the operations manual	A13- 04	Indicate the particulars of the situation observed
A13		3	A2-2.3.2 A6-I-4.3.6.1 A6-I-4.3.6.4 A6-I-5.2.5	<ul> <li>Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.</li> <li>A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.</li> <li>In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: <ul> <li>a) meteorological conditions forecast;</li> <li>b) expected air traffic control routings and traffic delays;</li> <li>c) for IFR flight, one instrument approach at the destination aerodrome, including a missed approach;</li> <li>d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and</li> <li>e) any other conditions that may delay the landing of the aeroplane or increase fuel and/or oil consumption.</li> </ul> </li> <li>A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.</li> </ul>	Fuel on board less than minimum ICAO requirements	A13- 05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	1	3	A6-I-4.1.1	An operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose. Note "Reasonable means" in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.	Flight crew unaware of the applicable departure, destination or alternate airports NOTAMs.	A13- 06	Indicate the particulars of the situation observed
A13	I	3	A6-I-4.3.5.3	A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.	Flight operated in known icing conditions without suitable certification and/or equipment	A13- 07	
A13	1	3	A6-I-4.3.5.4	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No icing inspection performed by crew or ground staff with ground icing conditions	A13- 08	
A13	Ι	2	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	Incorrect Operational Flight Plan	A13- 09	Indicate why the OFP is incorrect
A13	I	3	A6-I-4.3.3.1	An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.	No Operational Flight Plan	A13- 10	
A13	I	3	A6-I-4.3.4.1	4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the operational flight plan if the weather conditions at the aerodrome of departure are at or below the applicable	No or unsuitable alternate(s) airports selected	A13- 11	Indicate the selected aerodrome(s) and why they are unsuitable



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
		A6-1	A6-I-4.3.4.2	<ul> <li>aerodrome operating minima or it would not be possible to return to the aerodrome of departure for other reasons.</li> <li>4.3.4.1.2 The take-off alternate aerodrome shall be located within the following distance from the aerodrome of departure: <ul> <li>a) aeroplanes having two power-units. Not more than a distance equivalent to a flight time of one hour at the single-engine cruise speed; and</li> <li>b) aeroplanes having three or more power-units. Not more than a distance equivalent to a flight time of two hours at the one-engine inoperative cruise speed.</li> <li>4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the aerodrome operating minima for that operation.</li> </ul> </li> <li>En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.</li> </ul>			
			A6-I-4.3.4.3	For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless: a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A13	1	3	A6-I-4.3.5.2	A flight to be conducted in accordance with instrument flight rules shall not be commenced unless information is available which indicates that conditions at the aerodrome of intended landing or, where a destination alternate is required, at least one destination alternate aerodrome will, at the estimated time of arrival, be at or above the aerodrome operating minima. Note It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as a destination alternate than for the same aerodrome when planned as that of intended landing.	No weather forecast available indicating that the destination or destination alternate aerodrome conditions are at or above minima	A13- 12	Indicate the particulars of the situation observed
A13		3	A2-2.3.2 A6-I- 4.3.1(f)(g) A6-I-4.3.6.1	<ul> <li>Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.</li> <li>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in command is satisfied that:</li> <li>f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and</li> <li>g) the Standards of 4.3.3 relating to operational flight planning have been complied with.</li> <li>A flight shall not be commenced unless, taking into account both</li> </ul>	Performance and/or fuel calculation not available or significantly incorrect for the flight	A13- 13	Indicate the particulars of the situation observed
			A6-I-4.3.6.4	<ul> <li>the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.</li> <li>In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: <ul> <li>a) meteorological conditions forecast;</li> <li>b) expected air traffic control routings and traffic delays;</li> <li>c) for IFR flight, one instrument approach at the destination</li> </ul> </li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed
				<ul> <li>d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and</li> <li>e) any other conditions that may delay the landing of the aeroplane or increase fuel and/or oil consumption.</li> </ul>			description
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13	I	3	A6-I-4.7.3	A flight to be conducted in accordance with 4.7.1 shall not be commenced unless, during the possible period of arrival, the required en-route alternate aerodrome(s) will be available and the available information indicates that conditions at those aerodromes will be at or above the aerodrome operating minima approved for the operation.	Required en-route alternate(s) (ETOPS) not available	A13- 14	Indicate what en-route alternate(s) was not available
A13	1	3	A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	Actual weather and weather forecast not checked before departure	A13- 15	
			A6-I-4.3.6.1	A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.			
			A6-I-4.3.6.4	In computing the fuel and oil required in 4.3.6.1 at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination aerodrome, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one power-unit while en route; and e) any other conditions that may delay the landing of the			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.			
A13		3	A6-I-4.7.3	A flight to be conducted in accordance with 4.7.1 shall not be commenced unless, during the possible period of arrival, the required en-route alternate aerodrome(s) will be available and the available information indicates that conditions at those aerodromes will be at or above the aerodrome operating minima approved for the operation.	Weather on required en-route alternate(s) below ETOPS minima	A13- 16	Indicate the particulars of the situation observed
			A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine power-units, shall be selected and specified in the operational and air traffic services (ATS) flight plans.			
A13	1	2	A6-I-4.3.4.2	En-route alternate aerodromes, required by 4.7 for extended range operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.	Alternate airport(s) (or indication of operators' contacts in case of RPL) considered in OFP but not specified in the ATS flight plan	A13- 17	Indicate the particulars of the situation observed
- 4.12			A6-I-4.3.4.3	Destination alternate aerodromes For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless: a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome.		- 412	
A13	0	G			No fuel consumption monitoring performed when required by the OPS Manual	A13- 18	Indicate the applicable reference in the OPS Manual requiring the flight crew to carry out in- flight fuel consumption monitoring



Inspection		Inspecting Instructions				
Item	Inspections Item Title					
A14	Weight and Balance sheet	Check for presence of a completed mass and balance sheet (either paper or digital format) and accuracy of the mass and balance calculations.				
	Check if the actual load distribution is properly reflected in the M&B Sheet.					
	If mass and/or balance calculations are found to be incorrect check whether still within the a/c limits and che performance calculations.					
		Note: If additional fuel was loaded, check that it is included on the Weight and balance documentation.				
		Check if the crew has sufficient data available (in the OPS manual or AFM) to verify the Mass & balance calculations. Check whether the mass and balance calculations account for any operational (MTOM) restriction as a result of reduced MTOM for noise certification.				

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A14		2	A6-I-5.2.7	<ul> <li>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</li> <li>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</li> <li>c) In no case shall the estimated mass for the expected time of landing at the aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</li> <li>c) In no case shall the estimated mass for the expected time of landing at the aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification</li> </ul>	Incorrect mass and/or balance calculations, within a/c limits, and having no effect on the performance calculations.	A14-01	Provide further information as to why the calculations are incorrect.



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
			A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.			
A14	1	3	A6-I-5.2.7	<ul> <li>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</li> <li>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</li> <li>c) In no case shall the estimated mass for the expected time of landing at the aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude apropriate to the elevation of the pressure-altitude aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass, any other local atmospheric condition.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification</li> </ul>	Incorrect mass and/or balance calculations, within a/c limits, but affecting the performance calculations.	A14-02	Provide further information as to why the calculations are incorrect.



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
A14	I	2	A6-I-4.3.1(d)(e)	<ul> <li>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</li> <li>d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;</li> <li>e) any load carried is properly distributed and safely secured.</li> </ul>	Insufficient data to enable the crew to check the Mass & balance calculations	A14-03	Provide further information as to what in particular cannot be checked by the crew on the Mass & balance calculations
A14	1	3	A6-I-5.2.7	<ul> <li>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11.</li> <li>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</li> <li>c) In no case shall the estimated mass for the expected time of landing at the aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude apropriate to determine the maximum landing mass, any other local atmospheric condition.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing.</li> <li>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain</li> </ul>	Mass & balance outside operational limits	A14-04	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.			
A14		2	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	Load sheet does not reflect actual load distribution but within A/C limits	A14-05	Indicate the particulars of the situation observed
A14	1	3	A6-I-4.3.1(d)(e)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured.	No mass and balance calculations performed	A14-06	
A14	1	3	A6-I-4.3.1(d)(e)	<ul> <li>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</li> <li>d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;</li> <li>e) any load carried is properly distributed and safely secured.</li> </ul>	No completed mass and balance sheet on board	A14-07	



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A15	Hand Fire Extinguishers	<ul> <li>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</li> <li>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</li> <li>Check if the installed extinguisher(s) (including the extinguishing agent release mechanism) is serviceable (check pressure gauge (if installed), check expiration date (if any)). If considerably low weight consider unserviceable.</li> <li>Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) provisions. If the latter MEL actions have not been applied, a finding should be raised using the "detection/reporting/assessment of significant technical defect" procedure (see chapter 4.2 of the ramp inspection procedure).</li> </ul>
		Note: ICAO does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A15	1	2	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.	HFE not at indicated location	A15-01	Provide further information as to where the HFE was found and where it is its indicated location
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15	I	2	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and	HFE not marked with the appropriate operating instructions	A15-02	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;</li> <li>Note Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</li> </ul>			
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15		3	A6-I-6.2.2b	<ul> <li>An aeroplane shall be equipped with:</li> <li>b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:</li> <li>1) the pilot's compartment; and</li> <li>2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;</li> <li>Note Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</li> </ul>	HFE empty, unserviceable or missing (outside MEL limits)	A15-03	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
A15	1	3	A6-I-6.2.2b	An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.	HFE not accessible	A15-04	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A16	Life jackets/flotation device	Check for presence, access, sufficient number and serviceability.
		Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However,
		if the expiry date (or next inspection date) is overdue, consider as unserviceable.
		Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.
		Note: In the case where spare life jackets have been found to be unserviceable this should reported as General Remark (Cat. G).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
A16	1	2	A6-I-6.5.2.1 A6-I-6.5.2.2	Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for	Life jackets/flotation devices not easily accessible when required for the type of flight	A16-01	Provide further clarification as to why the required life jackets/flotation devices are not easily accessible	
				Note "Landplanes" includes amphibians operated as landplanes.				
A16	Ι	3	A6-I-6.5.2.1	Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding	Insufficient number of life jackets/flotation devices available and required for the type of flight	A16-02	Indicate the particulars of the situation observed	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.5.2.2	distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. Note "Landplanes" includes amphibians operated as landplanes.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A17	Harness	Check for presence and availability for all flight crew members. Check serviceability (including the automatic restraining device). If unserviceable, check the dispatch conditions in MEL. Note: If the proper functioning of the harness is restricted by the seat covering, consider it unserviceable. Note: If the automatic restraining device is unserviceable, consider the harness as unserviceable. Note: A seat belt only does not meet the ICAO requirements for a safety harness and it should be considered that no safety harness is installed.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A17	1	2	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	Pilot harness does not incorporate an automatic restraining device	A17-01	
A17	1	2	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	No or unserviceable safety harness for a flight crew seat other than the pilot seats (e.g. large crew configurations)	A17-02	
A17	1	3	A6-I-6.2.2.c3	An aeroplane shall be equipped with: 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.	No or unserviceable safety harness for each pilot seat (outside MEL limits)	A17-03	



Inspection Item	Inspections Item Title	Inspecting Instructions							
A18	Oxygen equipment	Check for pre- Check if the o Note: ICAO d when raising a less than 5 se can be raised - the masks a - the masks d Check oxyger Flight Crew ca this will revea Note: ICAO d employ necessa unservit Note: In the c Remark Note: Approxi	sence, access xygen masks oes not provid a finding on th c) must be if the flight cre re serviceable nable radio co o not represer o cylinder pres an be asked to l the status of does not requ various system case where the case where the c(Cat. G).	and condition. allow for a quick don is matter. Masks that reported as general r ew is unable to prove for all the flight crew mmunication, at an hindrance to flig sure. In case of low p perform an operatio its integrity. iire oxygen masks of ms to monitor the co e a finding. Howev e inspection reveals the in the Standard Atmos	ning (rapid fitment). n of what is a "quick do not meet all the emark (G). Howeve that : members, th crew members w pressure, check the nal functional check proxygen bottles to ndition of the oxyge yer, if the expiry hat the smoke gogg psphere correspond	donning" mask. FAA or EU-OPS r, a legitimate fii rearing glasses. minimum requir of the combined of the combin	The inspector n S criteria (place of nding on the lack ed according to t d oxygen and co iration (or next xygen mask or b inspection date ceable this should of absolute pres	hust therefore act carefully on the face with one hand, a of quick donning masks the OPS manual. mmunication system, as check) date. Operators may bottle without a date does not e) is overdue, consider as d be reported as a General ssure used in this text is as	
Absolute pressure         Metres         Feet           hPa/         mBar         mm Hg         PSI         Metres         Feet           700         700         525.043178         10.152642         3 000         10 000           620         620         465.038243         8.99234         4 000         13 000									
		376	376	282.023193	5.453419	7 600	25 000		

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A18	1	3	A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Oxygen equipment not readily accessible and required for the type of flight	A18-01	Provide further information as to why the required oxygen equipment is not readily accessible
A18	1	3	A6-I-4.4.5.2	All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick- donning type of oxygen mask which will readily	Insufficient number of serviceable quick donning masks available	A18-02	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				supply oxygen upon demand.			
A18	1	3	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Insufficient oxygen and/or serviceable oxygen masks	A18-03	Indicate the particulars of the situation observed
			A6-I-4.3.8.2 A6-I-6.7.1	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment. An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I			
A40		2	AC   4 0 0 4	Chapter 4.3.8.1.		A 4 0 0 4	Indiante the nerticulars of
A18	Ι	3	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which	Unserviceable oxygen system	A18-04	Indicate the particulars of



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for completing
						code	the detailed description
				the atmospheric pressure in personnel			the situation observed
				compartments will be less than 700 hPa shall not			
				be commenced unless sufficient stored breathing			
				oxygen is carried to supply:			
				a) all crew members and 10 per cent of the			
				passengers for any period in excess of 30 minutes			
				that the pressure in compartments occupied by			
				them will be between 700 hPa and 620 hPa; and			
				b) the crew and passengers for any period that the			
				atmospheric pressure in compartments occupied			
				by them will be less than 620 hPa.			
			A6-I-4.3.8.2	A flight to be operated with a pressurized			
				aeroplane shall not be commenced unless a			
				sufficient quantity of stored breathing oxygen is			
				carried to supply all the crew members and			
				passengers, as is appropriate to the			
				the event of less of pressurization, for any pariod			
				the event of loss of pressurization, for any period			
				occupied by them would be less than 700 bPa. In			
				addition, when an aeroplane is operated at flight			
				altitudes at which the atmospheric pressure is less			
				than 376 hPa or which if operated at flight			
				altitudes at which the atmospheric pressure is			
				more than 376 hPa and cannot descend safely			
				within four minutes to a flight altitude at which the			
				atmospheric pressure is equal to 620 hPa, there			
				shall be no less than a 10-minute supply for the			
				occupants of the passenger compartment.			
			A6-I-6.7.1	An aeroplane intended to be operated at flight			
				altitudes at which the atmospheric pressure is less			
				than 700 hPa in personnel compartments shall be			
				equipped with oxygen storage and dispensing			
				apparatus capable of storing and dispensing the			
				oxygen supplies required in Annex 6 Part I			
				Chapter 4.3.8.1.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A19	Flash light	Check that appropriate electric torches are readily available at all crew member stations.
		Check their condition, serviceability and access. Please note that flights departing in daylight, but extending into the night, shall meet this requirement.
		Note: Only aircraft operated at night require electric torches for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any electric torch does not constitute a finding. This should however be reported as General Remark (Cat. G).
		Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.
		Note: If only personal torches are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as General Remark (Cat. G).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description									
A19 I			1		A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Serviceable electric torch for both pilots but not for other flight crew members during night operation	A19-01	Indicate the particulars of the situation observed							
			A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An electric torch for each crew member station.												
A19	I	3	3	3	3	3	3	1 3	1 3	1 3	3	3 A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An electric torch for each crew member station.	Electric torches not readily available during night operation	A19-02	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.												
A19	1	3	A6-I-6.10f	All aeroplanes, when operated at night shall be equipped with: f) An electric torch for each crew member station.	Insufficient number of serviceable electric torches for all pilots during night operation	A19-03	Indicate the particulars of the situation observed									
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.												



Inspection Item	Inspections Item Title	Inspecting Instructions
A20	Flight Crew Licence	Check for presence and validity of crew licences and appropriate ratings. If the licence of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in Chapter 4.3 above. Check for presence and validity of the Medical Certificate and, if appropriate, for the privileges exercised. If the Medical Certificate of flight crew member is not carried on board at the time of the inspection, apply the procedure described in Chapter 4.3 above. Check for presence and validity of the Medical Certificate and, if appropriate, for the privileges exercised. If the Medical Certificate of flight crew member is not carried on board at the time of the inspection, apply the procedure described in Chapter 4.3 above. Check if form and content (including English translation) is in compliance with ICAO Annex 1. Check if the flight crew members are meeting the age requirements (pilots over 60 years). In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence. Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses). Check for endorsement of English language proficiency (ELP) in the licence.
		Note: The explicit mentioning of the ELP Level in the licence is not mandatory and such a case should not be considered as finding. However, in the case when there is indicated a level lower than level 4 this should be considered a finding. The same is for the expiry date of level 4 and 5 endorsements: they are not required to be mentioned, but if they are mentioned and expired, a finding can be raised.
		Note: Information about the countries which have filed a corrective action plan with ICAO, as requested by the Resolution A36-11, can be found on the ICAO FSIX web-page: <u>http://www.icao.int/fsix/lp.cfm</u> .
		Note: ICAO urges Contracting States to take a flexible approach towards States which made progress with regard to their implementation plans for language proficiency. Therefore, for those States no cat. 3 findings should be raised. Language proficiency findings on licences issued by States which did not file a corrective action plan shall be categorised as cat. 3 findings.
		Note: If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a General Remark.
		Note: The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc
		Note: Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in this cases a finding should not be raised.
		Note: If the licence of a flight crew member was not found on board during the inspection, the Category 3 PDF reflecting this shall be used. However, if before departure the appropriate evidence is received that the crew member is indeed holding an appropriate and valid licence, but simply did not carry this licence, the category 1 finding "Flight crew holding appropriate Licence but not carried on board at the time of the inspection" should be raised. If such evidence is not provided before departure, the category 3 finding "Flight crew without appropriate licence" requiring corrective



	actions before the flight is authorised. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence). Note: Inspectors have to take into account, when inspecting European flight crew licences, the mutual recognition of those licences amongst several European States. This document is available at the following link: http://easa.europa.eu/approvals-and-standardisation/mutual-recognition.php. Moreover, licences issued under Part FCL enjoy automatic mutual recognition in all EASA states (27 EU Member States + Iceland, Norway, Switzerland)
	(e.g. a person holding a licence issued by one of the EASA states can exercise his/her privileges on any aircraft registered in any EASA state without any additional need for validation).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20		2	A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; XIV) Any other details desired by the State issuing the licence. Three classes of Medical Assessment shall be	Form and/or content not in compliance with ICAO standard (licence, medical certificate)	A20-01	Indicate what document (licence, medical certificate)
			711 0.1.10,0	established as follows:			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed
				<ul> <li>a) Class 1 Medical Assessment;</li> <li>applies to applicants for, and holders of:</li> <li>commercial pilot licences - aeroplane, airship,</li> <li>helicopter and powered-lift</li> <li>multi-crew pilot licences - aeroplane</li> <li>airline transport pilot licences - aeroplane, helicopter</li> <li>and powered-lift</li> <li>b) Class 2 Medical Assessment;</li> <li>applies to applicants for, and holders of:</li> <li>flight navigator licences</li> <li>flight engineer licences</li> <li>private pilot licences - aeroplane, airship, helicopter</li> <li>and powered-lift</li> <li>b) Class 2 Medical Assessment;</li> <li>applies to applicants for, and holders of:</li> <li>flight navigator licences</li> <li>private pilot licences - aeroplane, airship, helicopter</li> <li>and powered-lift</li> <li>glider pilot licences</li> <li>free balloon pilot licences</li> </ul>			
A20	I	3	A6-I-9.1.2	The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used.	No crewmember holds a valid R/T licence/rating	A20-02	
A20	I	2	CC-39b	Endorsement of certificates and licences b) Any person holding a licence who does not satisfy in full the conditions laid down in the international standard relating to the class of licence or certificate which he holds shall have endorsed on or attached to his licence a complete enumeration of the particulars in which he does not satisfy such conditions.	No declaration of licence differences compared to ICAO standards	A20-03	
A20	1	2	A1-1.2.9.4 A1-APP 1	As of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1. General: To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority. compliance with	ELP endorsment expired	A20-04	Indicate expiry date, the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Retings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; XIV) Any other details desired by the State issuing the licence.			
A20		2	A1-1.2.9.4	As of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	No endorsement of the required English language proficiency and / or level lower than Level 4 (but corrective action plan filed by the licensing State to ICAO).	A20-05	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
Item						code	completing the detailed
							description
			A1-APP 1	General:			
				To meet the language proficiency requirements			
				contained in			
				Chapter 1, Section 1.2.9, an applicant for a licence or			
				a licence holder shall demonstrate, in a manner			
				acceptable to the licensing authority, compliance with			
				the holistic descriptors at Section 2 and with the ICAO			
				Operational Level (Level 4) of the ICAO Language			
				Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence:			
				I) Name of State (in bold type);			
				II) Title of licence (in very bold type);			
				III) Serial number of the licence, in Arabic numerals,			
				given by the authority issuing the licence;			
				IV) Name of holder in full (in Roman alphabet also if			
				script of national language is other than Roman);			
				IVa) Date of birth;			
				V) Address of holder if desired by the State;			
				VI) Nationality of holder;			
				VII) Signature of holder;			
				VIII) Authority and, where necessary, conditions			
				under which the licence is issued;			
				IX) Certification concerning validity and authorization			
				for holder to exercise privileges appropriate to licence;			
				X) Signature of officer issuing the licence and the date			
				of such issue;			
				XI) Seal or stamp of authority issuing the licence;			
				XII) Ratings, e.g. category, class, type of aircraft,			
				airframe, aerodrome control, etc.;			
				XIII) Remarks, i.e. special endorsements relating to			
				limitations and endorsements for privileges, including			
				from 5 March 2008 an endorsement of language			
				proficiency, and other information required in			
				pursuance to Article 39 of the Chicago Convention;			
				XIV) Any other details desired by the State issuing the			
				licence.			
A20	1	3	A1-1.2.9.4	As of 5 March 2008, aeroplane, airship, helicopter	No endorsement of the required	A20-06	Indicate the
				and powered-lift pilots, air traffic controllers and	English language proficiency		assignment of the
				aeronautical station operators shall demonstrate the	and / or level lower than Level 4		involved pilot (captain,



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
Item						code	completing the detailed
							description
				ability to speak and understand the language used for	(and no corrective action plan		co-pilot) and / or ELP
				radiotelephony communications to the level specified	filed by the licensing State to		level, if available
				in the language proficiency requirements in Appendix	ICAO).		
				1.			
			A1-APP 1	General:			
				To meet the language proficiency requirements			
				contained in			
				Chapter 1, Section 1.2.9, an applicant for a licence or			
				a licence holder shall demonstrate, in a manner			
				acceptable to the licensing authority, compliance with			
				the holistic descriptors at Section 2 and with the ICAO			
				Operational Level (Level 4) of the ICAO Language			
				Proficiency Rating Scale in Attachment A.			
			A1-5.1.1.2	The following details shall appear on the licence:			
				I) Name of State (in bold type);			
				II) Title of licence (in very bold type);			
				III) Serial number of the licence, in Arabic numerals,			
				given by the authority issuing the licence;			
				IV) Name of holder in full (in Roman alphabet also if			
				script of national language is other than Roman);			
				IVa) Date of birth;			
				<li>V) Address of holder if desired by the State;</li>			
				VI) Nationality of holder;			
				VII) Signature of holder;			
				VIII) Authority and, where necessary, conditions			
				under which the licence is issued;			
				IX) Certification concerning validity and authorization			
				for holder to exercise privileges appropriate to licence;			
				X) Signature of officer issuing the licence and the date			
				of such issue;			
				XI) Seal or stamp of authority issuing the licence;			
				XII) Ratings, e.g. category, class, type of aircraft,			
				airframe, aerodrome control, etc.;			
				XIII) Remarks, i.e. special endorsements relating to			
				limitations and endorsements for privileges, including			
				from 5 March 2008 an endorsement of language			
				proficiency, and other information required in			
				pursuance to Article 39 of the Chicago Convention;			
				XIV) Any other details desired by the State issuing the			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
				licence.				
A20	1 3	1	1	1	3	A1-1.2.9.4 As of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1	A20-07	Indicate the assignment of the involved pilot (captain, co-pilot) and / or ELP level, if available
		A1-APP 1 A1-5.1.1.2	A1-APP 1 A1-5.1.1.2	General: To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the licensing authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A. The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type);				
				<ul> <li>III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;</li> <li>IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);</li> <li>IVa) Date of birth;</li> <li>V) Address of holder if desired by the State;</li> <li>VI) Nationality of holder;</li> <li>VII) Signature of holder;</li> <li>VIII) Authority and, where necessary, conditions under which the licence is issued;</li> <li>IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;</li> <li>X) Signature of officer issuing the licence and the date of such issue:</li> </ul>				
				<ul> <li>XI) Seal or stamp of authority issuing the licence;</li> <li>XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;</li> <li>XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including</li> </ul>				



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; XIV) Any other details desired by the State issuing the licence.			
A20	1	2	A1-5.1.3	When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.	No English translation of ICAO required items of the licence	A20-08	
A20		2	A1-5.1.1.2	The following details shall appear on the licence: I) Name of State (in bold type); II) Title of licence (in very bold type); III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman); IVa) Date of birth; V) Address of holder if desired by the State; VI) Nationality of holder; VII) Signature of holder; VIII) Authority and, where necessary, conditions under which the licence is issued; IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence; X) Signature of officer issuing the licence and the date of such issue; XI) Seal or stamp of authority issuing the licence; XII) Retings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;	No mention of ICAO medical class	A20-09	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text         XIV) Any other details desired by the State issuing the licence.         Three classes of Medical Assessment shall be established as follows:         a) Class 1 Medical Assessment;         applies to applicants for, and holders of:         - commercial pilot licences - aeroplane, airship,         helicopter and powered-lift         - multi-crew pilot licences - aeroplane         - airline transport pilot licences - aeroplane,         helicopter and powered-lift         b) Class 2 Medical Assessment;         applies to applicants for, and holders of:         - flight navigator licences         - flight engineer licences         - private pilot licences - aeroplane, airship, helicopter and powered-lift	Pre-described Finding	PDF code	Instructions for completing the detailed description
A20	1	2	A1-1.2.1	<ul> <li>glider pilot licences</li> <li>free balloon pilot licences</li> <li>A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation.</li> <li>When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as</li> </ul>	No proper validation issued by the State of registry	A20-10	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.			
			CC-29c	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	Validity of endorsed certificates and licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	1	2	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided	Spare correcting spectacles not available (for multi-pilot operations)	A20-11	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				that:         a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and         b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.         Note 1 6.3.3.2 b) is the subject of Standards in Annex 6, Part I.         Note 2 An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eve disease.			
A20	1	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in- command of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, their 65th birthday.	Both pilots older than 60 years	A20-12	
A20	1	3	A1-1.2.1	A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft	Flight crew member without appropriate licence	A20-13	



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
Item						code	completing the detailed
							description
				engaged in international air navigation			
			A1-1.2.2.1	When a Contracting State renders valid a licence			
				issued by another Contracting State, as an alternative			
				to the issuance of its own licence, it shall establish			
				validity by suitable authorization to be carried with the			
				former licence accepting it as the equivalent of the			
				latter. When a State limits the authorization to specific			
				privileges, the authorization shall specify the			
				privileges of the licence which are to be accepted as			
				its equivalent. The validity of the authorization shall			
				not extend beyond the period of validity of the licence.			
				The authorization ceases to be valid if the licence			
				upon which it was issued is revoked or suspended.			
				Note This provision is not intended to preclude the			
				State that issued the licence from extending, by a			
				suitable notification, the period of validity of the			
				licence without necessarily requiring either the			
				physical return of the licence or the appearance of the			
				licence holder before the Authorities of that State.			
			CC-29c	Documents carried in aircraft			
				Every aircraft of a contracting State, engaged in			
				international navigation, shall carry the following			
				documents in conformity with the conditions			
				prescribed in this Convention.			
				c) The appropriate licences for each member of the			
			00.00-				
			00-32a	a) The pilot of every circreft and the other members of			
				a) The pilot of every all chait and the other members of			
				interpational pavigation shall be provided with			
				certificates of competency and licences issued or			
				rendered valid by the State in which the aircraft is			
				registered			
			CC-40	Validity of endorsed certificates and licences	4		
			00 +0	No aircraft or personnel having certificates or licences			
				so endorsed shall participate in international			
				navigation, except with the permission of the State or			
				States whose territory is entered. The registration or			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20		3	A1-1.2.5.2 A1-1.2.5.2.2	Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.6 and 1.2.4.7 shall be valid from the date of the medical examination for a period not greater than: 60 months for the private pilot licence - aeroplane, airship, helicopter and powered-lift; 12 months for the commercial pilot licence - aeroplane, airship, helicopter and powered-lift; 12 months for the airline transport pilot licence - aeroplane, helicopter and powered-lift; 60 months for the glider pilot licence - aeroplane; 12 months for the airline transport pilot licence - aeroplane, helicopter and powered-lift; 60 months for the flight navigator licence; 12 months for the flight navigator licence; 12 months for the flight engineer licence; 13 months for the flight engineer licence; 14 months for the flight engineer licence; 15 months for the flight engineer licence; 16 months for the flight engineer licence; 17 months for the flight engineer licence; 18 months for the flight engineer licence; 19 months for the flight engineer licence; 19 months for the flight engineer licence; 10 months for the flight engineer licence; 11 months for the flight engineer licence; 12 months for the flight engineer licence; 13 months for the flight engineer licence; 14 months for the flight engineer licence; 15 months for the flight engineer licence; 16 month so the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month. 10 When the holders of airline transport pilot licences - aeroplane, helicopter and powered-lift, and commercial pilot licences - aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall	Medical certificate invalid for the privileges being exercised	A20-14	
			A1-1.2.5.2.3	When the holders of airline transport pilot licences -			


Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aeroplane, helicopter and powered-lift, commercial pilot licences - aeroplane, airship, helicopter and powered lift, and multi-crew pilot licences - aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.			
A20		3	A1-1.2.1	<ul> <li>A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation.</li> <li>When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence when the licence without percessarily requiring either the</li> </ul>	No appropriate type rating on flight crew member's licence	A20-15	
				physical return of the licence or the appearance of the			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				licence holder before the Authorities of that State.			
			CC-29c	Documents carried in aircraft Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. c) The appropriate licences for each member of the crew.			
			CC-32a	Licences of personnel a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.			
			CC-40	Validity of endorsed certificates and Licences No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			
A20	1	3	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that: a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence. Note 1 6.3.3.2 b) is the subject of Standards in	No correcting lenses available when required	A20-16	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A1-6.3.3.2.1	Annex 6, Part I. Note 2 An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery. Applicants may use contact lenses to meet this requirement provided that: a) the lenses are monofocal and non-tinted; b) the lenses are well tolerated; and c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges. Note - Applicants who use contact lenses may not			
				need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.			
A20	1	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in- command of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, their 65th birthday.	PIC over 60 in single pilot operations	A20-17	
A20	1	3	A1-2.1.10.1	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in- command of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, their 65th	PIC over 65 in multipilot operations	A20-18	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				birthday.			
A20		3	A1-6.3.3.2	Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that: a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence. Note 1 6.3.3.2 b) is the subject of Standards in Annex 6, Part I. Note 2 An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.	Spare correcting spectacles not available (for single pilot operations)	A20-19	
A20	1	1	A1-1.2.1	A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation	A valid and appropriate Flight crew licence was issued but not carried on board at the time of the inspection.	A20-20	



Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
Item						code	completing the detailed
							description
			A1-1.2.2.1	When a Contracting State renders valid a licence			
				issued by another Contracting State, as an alternative			
				to the issuance of its own licence, it shall establish			
				validity by suitable authorization to be carried with the			
				former licence accepting it as the equivalent of the			
				latter. When a State limits the authorization to specific			
				privileges, the authorization shall specify the			
				privileges of the licence which are to be accepted as			
				its equivalent. The validity of the authorization shall			
				not extend beyond the period of validity of the licence			
				The authorization ceases to be valid if the licence			
				upon which it was issued is revoked or suspended			
				Note - This provision is not intended to preclude the			
				State that issued the licence from extending, by a			
				suitable notification, the period of validity of the			
				licence without necessarily requiring either the			
				physical return of the licence or the appearance of the			
				licence holder before the Authorities of that State			
			CC 20a	Decumente cerried in circreft			
			00-290	Every circreft of a contracting State angraged in			
				Every aircrait of a contracting State, engaged in			
				decuments in confermity with the conditions			
				accuments in conformity with the conditions			
				prescribed in this Convention.			
				c) The appropriate licences for each member of the			
				crew.			
			CC-32a	Licences of personnel			
				a) The pilot of every aircraft and the other members of			
				the operating crew of every aircraft engaged in			
				international navigation shall be provided with			
				certificates of competency and licences issued or			
				rendered valid by the State in which the aircraft is			
				registered.			
			CC-40	Validity of endorsed certificates and licences			
				No aircraft or personnel having certificates or licences			
				so endorsed shall participate in international			
				navigation, except with the permission of the State or			
				States whose territory is entered. The registration or			
				use of any such aircraft, or of any certificated aircraft			
				part, in any State other than that in which it was			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				originally certificated shall be at the discretion of the State into which the aircraft or part is imported.			



Inspection		Inspecting Instructions
Item	Inspections Item Title	
A21	Journey Log Book, or	Check for presence.
	equivalent	Note: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the
		information listed in Annex 6, Part I, 11.4.1).
		Check if content of Journey logbook/General Declaration complies with the requirement and if properly filled in.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed
							description
A21	1	1	A6-I-4.5.5 CC-34	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. Note By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June-July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book". There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the	Inconsistent data entered into the Journey Log Book	A21-01	Indicate the particulars of the situation observed
				aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this			
A21	1	2	A6-I-4.5.5 CC-34	Convention. The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. Note By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June-July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book". There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the	Flight details not recorded in a journey logbook or General Declaration	A21-02	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.			
A21	I	2	CC-29d	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. d) Its journey log book;	Journey logbook or General Declaration not on board	A21-03	



Inspection Item	Inspections Item Title			Inspecting Instructions			
A22	Maintenance Release			Check that the PIC certified that a maintenance release has been issued (usually by accepting the aeroplane). Note: A Maintenance Release following scheduled maintenance is not required to be carried on board the aeroplane. Check how the PIC satisfied himself that the aeroplane is airworthy and the maintenance release has been issued.			
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A22	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	PIC did not certify that s/he is satisfied that a maintenance release has been issued	A22-01	



Inspection Item	Inspections Item Title	Inspecting Instructions				
A23	Defect notification and rectification Check for any deferred defects (specify in the report where necessary).					
	(incl. Tech Log)	Check that all defects (minor, major, dents, damages etc.) have been properly reported and assessed. Check if the				
		associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM references.				
		When defect deferments include time limits check that the open deferred defects remain within those stated.				
		Where applicable, check compliance with the aircraft MEL.				
		Check that the rectification intervals stated in the ATLB do not exceed those required by the MEL.				
		Note: 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.				

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	1	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; The pilot-in-command shall be responsible for	Defect deferred with a wrong MEL/CDL reference	A23-01	Indicate the particulars of the situation observed
			101010	reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation	Item closed but not reported as such in the deferred defect list /	A23-02	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	hold item list		
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination the flight.			
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	1	2	A6-I-8.4	<ul> <li>8.4.1 An operator shall ensure that the following records are kept for the periods mentioned in 8.4.2:</li> <li>a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components;</li> <li>b) the current status of compliance with all mandatory continuing airworthiness information;</li> <li>c) appropriate details of modifications and repairs;</li> <li>d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;</li> </ul>	Maintenance action not properly reported	A23-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for
							completing the detailed
			A6-1-8.5	<ul> <li>e) the current status of the aeroplane's compliance with the maintenance programme; and</li> <li>f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.</li> <li>8.4.2 The records in 8.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.</li> <li>8.4.3 In the event of a temporary change of operator, the records shall be made available</li> <li>8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.</li> <li>8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from</li> </ul>			completing the detailed description
				the organization responsible for the type design			
				and shall implement resulting actions considered			
				necessary in accordance with a procedure			
				acceptable to the State of Registry.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Deferred defect closed after the deadline	A23-04	Indicate the particulars of the situation observed
A23 I	1	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of	reported/assessed	A23-05	Indicate the particulars of the situation observed
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description		
A23	1	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	No evidence of identification nor monitoring of significant defect	A23-06	Indicate the nature and extent of the defect		
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.					
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.					
A23	Ι	1 3	I	Ι	I	3 A6-I-4.3.1(a)(c) A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane:	Deferred defect open while the MEL rectification interval has expired	A23-07	Indicate the defect and the rectification deadline
			A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.					



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			
A23	I	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of	Technical logbook entry not understood by the flight crew members	A23-08	Indicate the particulars of the situation observed
			A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
A23	1	2	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.	Rectification interval set in the ATLB exceeding the rectification interval prescribed by the MEL (but still within the MEL rectification interval)	A23-09	Indicate the particulars of the situation observed
A23		3	A6-I-4.3.1(a)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy;	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions.	A23-10	
A23		3	A6-I-8.1.4 A6-I-8.7.6.2	An operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual. The maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.	Maintenance action not performed by appropriately qualified personnel.	A23-11	
A23	1	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; The pilot-in-command shall be responsible for	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL.	A23-12	Indicate the particulars of the situation observed
			A0-I-4.3.4	reporting all known or suspected defects in the			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.1.3	<ul> <li>aeroplane, to the operator, at the termination of the flight.</li> <li>The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry.</li> </ul>			
A23	1	3	A6-I-8.7.5.2 A6-I-8.1.2	The maintenance organization shall have the necessary technical data, equipment, tools and material to perform the work for which it is approved. An operator shall not operate an aeroplane unless it is maintained and released to service by an organization approved in accordance with 8.7, or under an equivalent system, either of which shall be acceptable to the State of Registry	Maintenance personnel working on the aircraft without using appropriate tooling and/or technical data	A23-13	



Inspection Item	Inspec	tions Ite	em Title	Inspecting Instructions					
A24	Pre-flight Inspection			Check that the pre-flight or equivalent inspection is performed and duly certified.					
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description		
A24	I	1	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but the pilot in command did not certify that he is satisfied that the aircraft is airworthy	A24-01			
A24	1	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pilot in command certified that he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed	A24-02			
A24	1	2	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection performed but without recording significant defects	A24-03	Indicate the defect unnoticed		
A24	1	3	A6-I-4.3.1(a)(c)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane;	Pre-flight inspection not performed	A24-04			



Inspection Item	Inspections Item Title	Inspecting Instructions
B01	General Internal Condition	Check general condition, including lavatories, general condition and smoke detection systems, the condition of the overhead bins, flammable furnishings, Check the stowage of baggage/equipment, or heavy/hard pointed objects which might be stored in the toilets (waste bags temporarily stowed in a locked toilet is considered acceptable).
		Check the service carts manufactured after 4 November 2005 for proper braking action. Note: findings should only be raised in those cases where the braking action is obviously not meeting the standard. Carts with defective brakes may be used as storage carts in the galley as long as such defective carts are properly labelled.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description		
<u>B01</u>	1	2	2	2	A8-IIIA-1.4, A8-IIIB-1.3	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	B01-01	Indicate the particulars of the situation observed
			A8-IIIA-1.5, A8-IIIB-1.4 A8-IIIA-8.2, A8-IIIB-6.2	Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions. Instrument and equipment installations shall comply with the Standards of Chapter 4.					
B01	1	2	A8-IIIA-4.1.6 (f)	Fire precautions. The design of the aeroplane and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to minimize the possibility of in-flight and ground fires and also to minimize the production of smoke and toxic gases in the event of a fire. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused.	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials	B01-02	Indicate the particulars of the situation observed		



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB-4.2 (f)	<ul> <li>Fire precautions.</li> <li>1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</li> </ul>			
B01		3	A8-IIIB-4.2(f)	<ul> <li>Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>Subpart D. Design and construction</li> <li>D.2 Systems design features</li> <li>Fire precautions.</li> <li>1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</li> </ul>	Lavatory(s) not equipped with smoke detection system	B01-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01		3	A8-IIIB-4.2(f)	<ul> <li>Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>Subpart D. Design and construction</li> <li>D.2 Systems design features</li> <li>f) Fire precautions.</li> <li>1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</li> </ul>	Disposal receptacles not equipped with a built-in fire extinguisher system	B01-04	Indicate the particulars of the situation observed
B01	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Crew carry-on baggage not adequately and securely stowed during flight	B01-05	Indicate the particulars of the situation observed
B01	1	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Loose or heavy objects in the cabin/galleys	B01-06	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B01	1	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	Cabin equipment not properly secured	B01-07	Indicate the particulars of the situation observed
B01	1	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Inappropriate stowage of luggage or loose articles in the toilets	B01-08	Indicate the particulars of the situation observed
B01		3	A8-IIIB-4.2(f)	<ul> <li>Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>Subpart D. Design and construction D.2 Systems design features</li> <li>f) Fire precautions.</li> <li>1) The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.</li> </ul>	Lavatory smoke detection system obstructed	B01-09	Indicate the particulars of the situation observed
B01		3	A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in- command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	B01-10	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.			
B01	М	3			Galley/lavatory waste receptacle access door cover inoperative (outside MEL limits)	B01-11	Indicate the particulars of the situation observed
B01	М	1			Damaged wall panels	B01-12	Indicate the particulars of the situation observed
B01	M	3	(E)TSO-C175 SAE AS8056 EUROCAE ED- 121	For new models of carts identified and manufactured after 4 November 2005: The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.	Obviously defective brakes of service cart(s)	B01-13	Indicate the particulars of the situation observed
B01	М	3			Covers damaged/missing exposing sharp edges and/or cables and wires	B01-14	Indicate the particulars of the situation observed
B01	М	3			Overhead bins unserviceable (and not identified as such)	B01-15	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
B02	Cabin Attendant's Station/Crew	Check general condition and serviceability of the cabin crew seats.
	Rest Area	Note: If a cabin crew seat is found unserviceable check against MEL and check if the number of serviceable ones can accommodate the minimum required number of cabin crew members (information available in the Operations Manual).
		Note: If a cabin crew seat is found not to retract automatically impeding the rapid evacuation of the aeroplane in an emergency, this finding should be addressed under the item B12 – Access to emergency exit.
		Check presence and condition of the safety harness and/or belt.
		Note: Aeroplanes for which the individual CofA was issued on or after 1 January 1981 must be fitted with safety harnesses for the use of cabin crew members.
		Check accessibility of life jackets.
		Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability,
		check against the MEL.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B02	1	1	A6-I-6.16.1	<ul> <li>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</li> <li>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.</li> </ul>	Strap or buckle worn or damaged	B02-01	Indicate the particulars of the situation observed
B02	1	2	A6-I-6.16.1	<ul> <li>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</li> <li>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.</li> </ul>	Cabin Crew seat(s) not equipped with safety harness (only seat belt)	B02-02	Indicate the particulars of the situation observed
B02	I	2	A6-I-6.5.2	6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2:	Cabin Crew life jackets (when required) not easily accessible	B02-03	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for
						Couc	description
				<ul> <li>a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10;</li> <li>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</li> <li>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</li> <li>6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</li> <li>Note "Landplanes" includes amphibians operated as landplanes</li> </ul>			
B02	1	3	A6-I-6.16.1	<ul> <li>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</li> <li>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in</li> </ul>	Cabin Crew seat(s) unserviceable (outside MEL limits)	B02-04	Indicate the particulars of the situation observed
B02	1	3	A6-I-6.16.1	<ul> <li>respect of emergency evacuation.</li> <li>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</li> <li>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the</li> </ul>	Cabin crew harness/seat belt not available or unserviceable	B02-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.			
B02	1	3	A6-I-6.16.1	<ul> <li>6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</li> <li>All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.</li> </ul>	Cabin Crew seat(s) obviously not installed correctly (more than 15 degrees from the longitudinal axis)	B02-06	Indicate the particulars of the situation observed
B02	1	3	A6-I-6.16.3	6.16.3 Cabin crew seats provided in accordance with 6.16.1 and 6.16.2 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	Cabin Crew seats not correctly located	B02-07	Indicate the particulars of the situation observed
B02	М	3			Communication equipment unserviceable (outside MEL limits)	B02-08	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
B03	First Aid Kit / Emergency Medical Kit	Check for presence, accessibility, and identification of medical supplies. Note: A First-Aid kit or a Medical kit or a universal precaution kit is only an ICAO recommendation. Note: ICAO does not require First Aid Kits / Emergency Medical Kits/Universal precaution kits to have an expiration (or next check) date. A First Aid Kit, Emergency Medical Kit, Universal precaution kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF	Instructions for completing
						code	the detailed description
B03	I	1	A6-I-4.2.12.2	The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.	Medical supplies not at the indicated location	B03-01	
B03	1	3	A6-I-6.2.2	<ul> <li>6.2.2 An aeroplane shall be equipped with:</li> <li>a) accessible and adequate medical supplies;</li> <li>Recommendation Medical supplies should comprise:</li> <li>1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and</li> <li>2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and.</li> <li>3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating inflight medical emergencies. Note Guidance on the types, number, location and contents of the medical supplies is given in</li> </ul>	Contents of the medical kit past expiration date	B03-02	Indicate the particulars of the situation observed
				Attachment B.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B03		1	A6-I-6.2.2	<ul> <li>6.2.2 An aeroplane shall be equipped with: <ul> <li>a) accessible and adequate medical supplies;</li> <li>Recommendation Medical supplies should comprise:</li> </ul> </li> <li>1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and</li> <li>2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and.</li> <li>3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating inflight medical emergencies. Note Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.</li> </ul>	Contents of the first aid kit/universal precaution kit past expiration date	B03-03	Indicate the particulars of the situation observed
B03	1	2	A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Medical supplies not identified as such	B03-04	Indicate the particulars of the situation observed
B03	1	3	A6-I-6.2.2	<ul><li>6.2.2 An aeroplane shall be equipped with:</li><li>a) accessible and adequate medical supplies;</li><li>Recommendation Medical supplies should comprise:</li></ul>	Medical supplies not available or not accessible during flight	B03-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ol> <li>one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and</li> <li>for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and.</li> <li>for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in- flight medical emergencies. Note Guidance on the types, number, location and contents of the medical supplies is given in</li> </ol>		code	the detailed description
				Attachment B.			



Inspection Item	Inspections Item Title	Inspecting Instructions
B04	Hand Fire extinguishers	<ul> <li>Check if the installed extinguisher(s) is at the indicated location and easily accessible.</li> <li>Check if the installed extinguisher is correctly secured in its bracket.</li> <li>Check if the installed extinguisher(s) is marked with the appropriate operating instructions.</li> <li>Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable.</li> <li>Note: Often HFEs in excess of those required (by MEL provisions) may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. If the latter MEL actions have not been applied, a finding should be raised using the "detection / reporting / assessment of significant technical defect" procedure (see Chapter 4.2 above).</li> <li>Note: ICAO does not require hand fire extinguishers to have an expiration (or next check) date. Operators may employ various</li> </ul>
		systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B04	I	2	A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not at indicated location	B04-01	
B04	I	2	A8-IIIA-8.3 A8-IIIB6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not marked with the appropriate operating instructions	B04-02	
B04	1	3	A6-I2.2(b)(2)	<ul> <li>An aeroplane shall be equipped with:</li> <li>b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:</li> <li>2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;</li> <li>Note Any portable fire extinguisher so fitted in</li> </ul>	HFE empty, unserviceable or missing (outside MEL limits)	B04-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.			
B04	1	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.	HFE not correctly secured	B04-04	Indicate the particulars of the situation observed
B04	I	3	A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	HFE not readily accessible	B04-05	



Inspection Item	Inspections Item Title	Inspecting Instructions
B05	Life jackets / Flotation devices	Check for presence, access, sufficient number and serviceability.
		Note: ICAO does not require life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.
		Note: ICAO requires the carriage of life jackets/flotation devices only for over-water flights (see Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.
		Note: In the case where spare life jackets have been found to be unserviceable, this should reported as a General Remark (Cat. G).

Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing
B05	I	2	A6-I-6.5.1(a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided:	Life jackets / Flotation devices not easily accessible and required for the type of flight	B05-01	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.5.2	<ul> <li>6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2:</li> <li>a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10;</li> <li>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</li> </ul>			
				c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.			
				6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.			
				Note "Landplanes" includes amphibians operated as landplanes.			
B05	I	3	A6-I-6.5.1(a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided:	Insufficient number of serviceable Life jackets / Flotation devices available and required for the type of flight	B05-02	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A6-I-6.5.2	<ul> <li>6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2:</li> <li>a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10;</li> <li>b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and</li> <li>c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.</li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.			
				Note "Landplanes" includes amphibians operated as landplanes.			



1

Inspection Item	Inspections Item Litle Seat belt and seat condition			Inspecting Instructions           Check condition of seats and belts.           Check for the availability and condition of extension belts (if needed).				
B06								
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
B06		3	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> </ul>	No extension belts available on board and required	B06-01	Indicate the particulars of the situation observed	
			A8-IIIB-4.4.1	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>4.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.</li> </ul>				
B06	1	1	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>4.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention</li> </ul>	Passenger seats in poor condition	B06-02	Indicate the particulars of the situation observed	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				contact with surrounding structure during the operation of the aeroplane.			
B06	1	2	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> </ul>	Strap or buckle worn out or damaged	B06-03	Indicate the particulars of the situation observed
			A8-IIIB-4.4.1	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>D.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.</li> </ul>			
B06		3	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>4.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.</li> </ul>	No serviceable seat belt available for each passenger on board	B06-04	Indicate the particulars of the situation observed


Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B06	I	3	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004</li> </ul>	Seat(s) unserviceable and not identified as such	B06-05	Indicate the particulars of the situation observed
				<ul> <li>4.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane.</li> </ul>			
B06		3	A6-I-6.2.2(c)	<ul> <li>An aeroplane shall be equipped with:</li> <li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</li> <li>2) a seat belt for each seat and restraining belts for each berth;</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>4.4.1 Seating and restraints</li> <li>Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the acception.</li> </ul>	Baby berth(s) used without restraining belts	B06-06	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
Inspection Item B07	Inspections Item Title Emergency exit, lighting and marking, Torches	<ul> <li>Inspecting Instructions</li> <li>Check for presence and condition of the emergency exit signs, lighting and marking and torches.</li> <li>Check for presence and condition of an escape path illumination system.</li> <li>Check for presence and condition of the visual indication of the path to emergency exits in smoke filled cabins.</li> <li>Check for the presence of operating instructions on the emergency exits.</li> <li>Note: Inspectors should be reminded that there is a difference between illuminated escape paths and a visual indication of the path to emergency exits in smoke filled cabins. Aeroplanes over 5 700 kg, for which application for certification was submitted before 13 June 1960, are not required to have an illumination of the escape path and exits. Aeroplanes over 5 700 kg, for which application for certification was submitted before 2 March 2004, are not required to have the visual indication of the path to emergency exits in smoke filled cabins. If an illuminated visual indication system is used, by means of low-mounted lights or the photoluminescent system, both requirements are met. Although the visual indication is not required by ICAO for most aircraft, the vast majority of aircraft is already equipped with such indications. Any defects of such means of indication should be governed by the MEL; the finding should make reference to the MEL.</li> <li>Check their condition, serviceability and access. Please note that flights departing in daylight, but extending into the night, shall meet this requirement.</li> <li>Note: Only aircraft operated at night require electric torches for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any electric torch does not constitute a finding. This should however be reported as General Remark (Cat. G).</li> </ul>
		Note: If the proper functioning of the torch is significantly affected as a result of weak batteries, consider it unserviceable.
		Note: If only personal torches are available, this should not be considered as a finding provided they are readily available to the cabin crew from their normal positions. This should however be reported as a General Remark (Cat. G).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	I	1	A8-IIIA-4.1.7	<ul> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and</li> </ul>	Emergency exit sign(s) lens/cover missing or broken	B07-01	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3 A8-IIIB-8.4	<ul> <li>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</li> <li>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: <ul> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> </ul> </li> <li>f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB- 4.6.2-4	<ul> <li>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</li> <li>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</li> </ul>			
B07	1	2	A6-I- 6.10(f) A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	<ul> <li>All aeroplanes, when operated at night shall be equipped with:</li> <li>f) an electric torch for each crew member station.</li> <li>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</li> </ul>	Insufficient number of serviceable torches for each cabin crew member during night operations	B07-02	Indicate the particulars of the situation observed
B07	1	2	A6-I- 6.10(f) A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	All aeroplanes, when operated at night shall be equipped with:         f) an electric torch for each crew member station.         Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Electric torches not readily accessible for some of the cabin crew during night operations	B07-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B07	1	3	A8-IIIA-4.1.7	<ul> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> </ul>	Emergency exit sign(s) out of order (outside MEL limits).	B07-04	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			
			A8-IIIB-8.4	<ul> <li>8.4 Evacuation</li> <li>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</li> <li>a) number of seats and seating configuration;</li> </ul>			
				<ul> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits.</li> </ul>			
			A8-IIIB- 4.6.2-4	<ul> <li>e.g. slides and rafts.</li> <li>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an</li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</li> <li>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case</li> </ul>			
B07		3	A8-IIIA-4.1.7 A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3 A8-IIIB-8.5	<ul> <li>of ditching.</li> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</li> <li>Emergency lighting shall be provided and shall have the following characteristics: <ul> <li>a) independence from main electrical supply;</li> <li>b) automatic activation upon loss of normal power/impact;</li> <li>c) visual indication of the path to emergency exits in smoke-filled cabin conditions;</li> <li>d) illumination both inside and outside the aeroplane during evacuation; and</li> <li>e) no additional hazard in the event of fuel spillage.</li> </ul> </li> </ul>	No means for illuminating the escape paths	B07-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB- 4.6.2-4	<ul> <li>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</li> <li>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</li> </ul>			
B07	М	3			System for visually indicating the escape path(s) unserviceable (outside MEL limits).	B07-06	Indicate the particulars of the situation observed and the MEL reference
B07	1	2	A8-IIIA-4.1.7 A8-IIIB- 4.6.2-4	<ul> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> </ul>	Emergency exit(s) not marked with the appropriate operating instructions	B07-07	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	<ul> <li>shown to be suitable for their intended purpose.</li> <li>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</li> <li>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</li> </ul>			
B07	1	3	A6-I- 6.10(f) A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	All aeroplanes, when operated at night shall be equipped with: f) an electric torch for each crew member station. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.	Cabin crew members' electric torches not readily accessible during night operations	B07-08	Indicate the particulars of the situation observed
B07	I	3	A8-IIIA-4.1.7	<ul> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> </ul>	Emergency exit(s), lighting and marking unserviceable (outside MEL)	B07-09	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
Inspection Item	Std.	Cat.	Std. ref.           A8-IIIB-8/.4           A8-IIIB-4/.4	Standard's Text         8.4 Evacuation         The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:         a) number of seats and seating configuration;         b) number, location and size of exits;         c) marking of exits and provision of instructions for use;         d) likely blockages of exits;         e) operation of exits; and         f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.         4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.         4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following likely to occur following an emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following likely to occur following an emergency landing.	Pre-described Finding	PDF code	Instructions for completing the detailed description
				4.6.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			
B07	1	3	A8-IIIA-4.1.7	Ch. 4.1.7 - Emergency landing provisions 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an	Number of passengers on board exceeds the maximum allowed in case of unserviceable	B07-10	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> </ul>	emergency exit(s)		
			A8-IIIB-8.4	8.4 Evacuation			
				The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:			
				a) number of seats and seating configuration;			
				b) number, location and size of exits;			
				c) marking of exits and provision of instructions for use;			
				d) likely blockages of exits;			
				e) operation of exits; and			
				f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
			A8-IIIB- 4.6.2-4	<ul> <li>4.6.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.</li> <li>4.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> <li>4.6.4 On aeroplanes certificated for ditching conditions,</li> </ul>			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.			



Inspection Item	Inspections Item Title	Inspecting Instructions
B08	Slides/Life-Rafts (as required), ELT	Check number and serviceability of slides/slide rafts/life rafts.
		Note: Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL.
		Note: ICAO requires the carriage of floatation devices only for over-water flights (see the Annex 6 references below). If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.
		Check presence and type of ELT (s) and serviceability.
		So as to verify that an ELT is broadcasting on 406 MHz, evidence may be found on the ELT itself (if portable) ,on the Aircraft Radio Station Licence (although there is no requirement for the frequency to be listed there), or in the Operations Manual (included in the list containing the emergency and survival equipment).
		Note: If no evidence could be found as to what frequency the ELT is broadcasting, then this should be reported as a General Remark (Cat. G).
		Note: In case any ELT(s) in excess of those required are not capable of simultaneously transmitting on 406 MHz and 121.5 MHZ, whereas the required one(s) does, this should be reported as a General Remark (Cat. G). Note: Where the ICAO references mention "the first issue of the individual certificate of airworthiness", this should be
		understood as the first certificate of airworthiness delivered to the aircraft after production. Check equipment for pyrotechnical distress signals (if required and easily accessible).

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	1	2	A6-I-6.5.3.1(b)	<ul> <li>6.5.3.1 In addition to the equipment prescribed in 6.5.1 or</li> <li>6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or</li> <li>5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes:</li> <li>b) equipment for making the pyrotechnical distress signals described in Annex 2.;</li> </ul>	No equipment for making the pyrotechnical distress signals when required for long-range over water flights	B08-01	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B08	1	3	A8-IIIA-4.1.7	<ul> <li>Ch. 4.1.7 - Emergency landing provisions</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</li> </ul>	Insufficient number of serviceable slides/slide rafts	B08-02	Indicate the particulars of the situation observed
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3 A8-IIIB-8.4	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:			
				<ul> <li>a)number of seats and seating configuration;</li> <li>b)number, location and size of exits;</li> <li>c)marking of exits and provision of instructions for use;</li> <li>d)likely blockages of exits;</li> </ul>			
				<ul><li>e)operation of exits; and</li><li>f) positioning and weight of evacuation equipment at exits,</li><li>e.g. slides and rafts.</li></ul>			
B08	1	3	A6-I-6.5.3.1(a)	6.5.3.1 In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more	Insufficient number of serviceable rafts and required for long-range over water flights	B08-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes:</li> <li>a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken;</li> </ul>			
B08	I	3	A6-I-6.17.8	Except as provided for in 6.17.9, from 1 July 2008, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Insufficient number of compliant ELTs (outside MEL limits)	B08-04	Indicate the particulars of the situation observed
			A6-I-6.17.9	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least two ELTs, one of which shall be automatic.			
			A6-I-6.17.10	Except as provided for in 6.17.11, from 1 July 2008, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.			
			A6-I-6.17.11	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.			
B08	I	3	A6-I-6.17.12	ELT equipment carried to satisfy the requirements of 6.17.7, 6.17.8, 6.17.9, 6.17.10 and 6.17.11 shall operate in accordance with the relevant provisions of Annex 10,Volume III.	No ELT capable of simultaneously transmitting on 406 MHz and 121.5 MHZ	B08-05	Indicate the particulars of the situation observed
			A10-III-Ch.2- 5.1.4	From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.			
B08	1	3	A6-I-6.17.8	Except as provided for in 6.17.9, from 1 July 2008, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Portable ELT not at indicated location	B08-06	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.17.9	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least two ELTs, one of which shall be automatic.			
			A6-I-6.17.10	Except as provided for in 6.17.11, from 1 July 2008, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.			
			A6-I-6.17.11	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.			
			A6-I-6.17.12	ELT equipment carried to satisfy the requirements of 6.17.7, 6.17.8, 6.17.9, 6.17.10 and 6.17.11 shall operate in accordance with the relevant provisions of Annex 10,Volume III.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			



Inspection Item	Inspections Item Title	Inspecting Ir	Inspecting Instructions									
В09	Oxygen Supply	Check if the Check cabin Check porta Check numb Note: if the c Note: inspec ft. to operat Note: Appro follows	PBE is at the i oxygen quant ble breathing e per / serviceabi oxygen masks ctors should ta carry sufficient ors should be ximate altitude s:	indicated location are ity (pressure gauge equipment for servic ility of oxygen dispe- and bottle fittings are ke into account that t oxygen supply for treated equally, the e in the Standard At	nd adequately mark or electronic displa eability and minimu ensing units or oxyg re not compatible, c t EU OPS 1.770 b. r 10% of the pass refore the lower EU mosphere correspon	ed with its opera y) when stored o m number (agair en masks (when onsider the oxyg 2(v) requires for sengers, wherea OPS requirement onding to the val	ting instructions. xygen is used. nst MEL). possible). en mask as unser aircraft not certif s ICAO requires nts should apply. ue of absolute pre	rviceable. ied to operate above 25.000 this for all passengers. All essure used in this text is as				
			Abs	olute pressure		Matria	Fast					
		hPa/	mBar	mm Hg	PSI	weires	гее					
		700 700 525.043178 10.152642 3 000 10 000										
		620	620	465.038243	8.99234	4 000	13 000	)				
		376	376	282.023193	5.453419	7 600	25 000					

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B09 I	1	2	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Portable breathing equipment not at indicated location	not at situation observed	Indicate the particulars of the situation observed
			A6-I-6.7.1 A8-IIIA-8.3	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.1. Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of			
			A8-IIIB-6.3	an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.			



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
B09	2		2	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	Oxygen equipment not readily accessible and required for the type of flight	B09-02	Indicate the particulars of the situation observed
			A6-I-6.7.1 A8-IIIA-8.3	<ul> <li>An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.1.</li> <li>Prescribed safety and survival equipment that the crew or</li> </ul>				
			A8-V-6.3 A8-IIIB-6.3	passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.				
B09		3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of Annex 6 Part I Chapter 4.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Aeroplane not equipped with an automatic deployable oxygen system (individual CofA issued on or after 9 November 1998) and flight planned above FL 250	B09-03		
B09	1	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA	B09-04	Indicate the particulars of the situation observed	



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of Annex 6 Part I Chapter 4.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	issued on or after 9 November 1998 (outside MEL limits)		
B09		2	A6-I-4.3.8.2 A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3 A6-I-6.7.2	<ul> <li>A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.</li> <li>Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.</li> <li>An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.2.</li> </ul>	Oxygen equipment not adequately marked with its operating instructions	B09-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description			
809	1	3	A6-I-4.3.8.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. A flight to be operated with a pressurized aeroplane shall	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	B09-06	Indicate the particulars of the situation observed			
						A6-I-4.3.8.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.			
			A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.						
			A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.1.						



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.2.			
B09	1	3	A6-I-4.3.8.1 A6-I-6.7.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies	Insufficient oxygen masks for all cabin crew and 10% of passengers (and required for the type of flight) (non-pressurized flight between FL 100 and FL 130,in excess of 30 min)	B09-07	Indicate the particulars of the situation observed
B09	1	3	A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of Annex 6 Part I Chapter 4.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Automatic oxygen deploying system unserviceable (damaged/taped drop-out panels) outside MEL limits	B09-08	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
В09		3	A6-I-4.3.8.1 A6-I-6.7.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.2.	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	B09-09	Indicate the particulars of the situation observed
B09	1	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1	<ul> <li>Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.</li> <li>Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.</li> </ul>	Oxygen bottles not correctly secured	B09-10	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
B10	Safety Instructions	<ul> <li>Note: ICAO requires that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (ABC, oral briefing, video demonstration, or a combination of these methods). Therefore, briefing cards may not always be on board or may not always contain all relevant safety information, and this may not constitute a finding unless evidence is available that not all relevant information is conveyed.</li> <li>If ABCs are on board, check for their accuracy and that sufficient numbers are available.</li> <li>If no ABCs are on board, verify if the alternative method used conveys the required information.</li> <li>Note: ABC = Aircraft Briefing Cards</li> </ul>
		Check the serviceability of the Fasten seat belt and Return to seat (lavatories) signs. If unserviceable, check the associated
		provisions of the MEL.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B10		1	A6-I-4.2.12.1	<ul> <li>An operator shall ensure that passengers are made familiar with the location and use of: <ul> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul> </li> <li>An aeroplane shall be equipped with: <ul> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits;</li> </ul></li></ul>	Insufficient Aircraft Briefing Cards for all passengers on board	B10-01	Indicate the particulars of the situation observed
B10	1	1	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits;	Aircraft briefing cards in poor condition	B10-02	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul>			
			A6-I-6.2.2 (d)	<ul> <li>An aeroplane shall be equipped with:</li> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits;</li> </ul>			
B10	1	2	A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;	Aircraft briefing cards contain inaccurate information	B10-03	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B10		2	A6-I-4.2.12.1	<ul> <li>An operator shall ensure that passengers are made familiar with the location and use of:</li> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> <li>An aeroplane shall be equipped with:</li> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits;</li> </ul>	'Fasten seat belt' sign(s) unserviceable	B10-04	Indicate the particulars of the situation observed
B10		3	A6-I-4.2.12.1	<ul> <li>An operator shall ensure that passengers are made familiar with the location and use of: <ul> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul> </li> <li>An aeroplane shall be equipped with: <ul> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> </ul> </li> </ul>	'Return to Seat' signs in lavatory unserviceable (outside MEL limits)	B10-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul><li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li><li>5) location and method of opening emergency exits;</li></ul>			
B10		3	A6-I-4.2.12.1	<ul> <li>An operator shall ensure that passengers are made familiar with the location and use of: <ul> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul> </li> <li>An aeroplane shall be equipped with: <ul> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> <li>1) when seat belts are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits;</li> </ul></li></ul>	No aircraft briefing cards on board and no other means to convey safety instructions to the passengers	B10-06	Indicate the particulars of the situation observed
B10	1	3	A6-I-4.2.12.1 A6-I-6.2.2 (d)	<ul> <li>An operator shall ensure that passengers are made familiar with the location and use of:</li> <li>a) seat belts;</li> <li>b) emergency exits;</li> <li>c) life jackets, if the carriage of life jackets is prescribed;</li> <li>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</li> <li>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul> An aeroplane shall be equipped with: <ul> <li>d) means of ensuring that the following information and instructions are conveyed to passengers:</li> </ul>	Aircraft briefing cards not for the correct aircraft type and/or configuration	B10-07	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ol> <li>when seat belts are to be fastened;</li> <li>when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>restrictions on smoking;</li> <li>location and use of life jackets or equivalent individual floatation devices where their carriage is required; and</li> <li>location and method of opening emergency exits;</li> </ol>			



Inspection	Inspections Item Title	Inspecting Instructions
Item		
B11	Cabin crew members	Check if the cabin crew composition meets the minimum crew requirements (available in the Operations Manual).
		Check if the cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment.
		When refuelling with passengers on board, check if qualified personnel are at the required positions (in accordance with the operations manual). Furthermore check that a two way communication system with the ground crew is established.
		When circumstances dictate (e.g. aircraft undergoes significant delay) check whether the cabin crew members are in compliance with the
		flight and duty time rules contained within the Operations Manual.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B11	1	2	A6-I-12.1	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew member(s) not familiar with the cabin emergency procedures	B11-01	Indicate the particulars of the situation observed
B11	1	2	A6-I-12.1	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Cabin crew not familiar with the location and/or operation of emergency equipment	B11-02	Indicate the particulars of the situation observed
B11	1	3	A6-I-12.1	An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	Insufficient number of cabin crew members	B11-03	Indicate the particulars of the situation observed
B11	I	3	A6-I-4.3.7	4.3.7.1 An aeroplane shall not be refuelled when	Qualified personnel not	B11-04	Indicate the particulars of the



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by most practical and expeditious means available.</li> <li>4.3.7.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.</li> </ul>	at their required positions when refuelling with passengers on board		situation observed
B11	1	3	A6-I-4.3.7	<ul> <li>4.3.7.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by most practical and expeditious means available.</li> <li>4.3.7.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.</li> </ul>	No two-way communication established with the ground crew during refuelling with passengers on board	B11-05	Indicate the particulars of the situation observed
B11		3	A6-I-4.2.11.2	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest	Cabin Crew member not in compliance with the	B11-06	Describe the observed situation vs. the requirements in the OPS
				periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual.	flight and duty time rules		Manual



Inspection Item	Inspections Item Title	Inspecting Instructions
Inspection Item B12	Access to emergency exits	<ul> <li>Inspecting Instructions</li> <li>Check floor/carpets/panels condition.</li> <li>Check if access to emergency exits impeded by baggage/seats/tables</li> <li>Note: Certain types of emergency exits may be oversized. Having seat rows next to such an exit, might not necessarily constitute a finding. As long as the remaining projected opening meets the minimum dimensions required for certification, no finding should be raised.</li> <li>Note: The row of seats ahead an emergency exit must not recline, however the row adjacent to the exit (namely the 'exit row') might recline, provided that no further emergency exit is immediately behind.</li> <li>Note: If the condition of the tray table latch is such that it fails to maintain the table in its upright position when it is subject to deceleration forces or shockloads, it should be raised as a finding. However, the categorisation depends on the location of the table concerned (adjacent to an emergency exit or not).</li> <li>Note: Depending on the certification standards, certain aircraft types may have special table latches (one-way or recessed locks on tray table latches) near the emergency exits which should prevent inadvertent release of the tables during the ourseling the aircraft.</li> </ul>
		Inspectors should therefore be particularly cautious while identifying such findings.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B12	-	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the nassenar and crew capacity of the aeroplane</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> <li>The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:</li> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</li> </ul>	Floor/carpet in poor condition affecting the rapid evacuation	B12-01	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B12	1	2	A8-IIIA-4.1.7.2 A8-IIIB-8.4	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: <ul> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> </ul> </li> <li>f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.</li> </ul>	Damaged wall panel in the vicinity of emergency exit possibly obstructing the exit	B12-02	Indicate the particulars of the situation observed
B12		3	A8-IIIB-8.4(d)	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: d) likely blockages of exits;	Tray table latches can be opened in the direction of evacuation (not recessed or special one-way lock)	B12-03	Indicate the particulars of the situation observed
B12	I	3	A8-IIIA-4.1.7.2	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> </ul>	Access to emergency exits impeded by baggage or cargo	B12-04	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B12	1	3	A8-IIIB-8.4 A8-IIIA-4.1.7.2 A8-IIIB-8.4	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: <ul> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits, an elides and rafte</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.</li> </ul> </li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.</li> </ul> 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: <ul> <li>a) number of seats and seating configuration;</li> <li>b) number, location and size of exits;</li> <li>c) marking of exits and provision of instructions for use;</li> <li>d) likely blockages of exits;</li> <li>e) operation of exits; and</li> <li>f) positioning and weight of evacuation equipment at exits, o p erition and size of exits;</li> </ul>	Access to emergency exits impeded by seats (total rows)	B12-05	Indicate the particulars of the situation observed
B12	1	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.	Cabin crew seat does not retract automatically impeding the access to emergency exit	B12-06	Indicate the particulars of the situation observed
				4.1.7.2 Facilities shall be provided for the rapid evacuation	Childrendy exit		



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB-8.4	of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the nassanner and crew capacity of the aeronlane Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	1	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.	Access to emergency exits impeded by seats (oversized seat cushions)	B12-07	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12	I	3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation	Tray table locks can be opened in the direction of evacuation whilst certificated with special	B12-08	Indicate the particulars of the situation observed and the details on the certification provisions



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB-8.4	of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.	locks		
B12		1	A8-IIIA-4.1.7.2	<ul> <li>Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.</li> <li>4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</li> </ul>	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits)	B12-09	Indicate the particulars of the situation observed
			A8-IIIB-8.4	Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.			
B12		3	A8-IIIA-4.1.7.2	Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. 4.1.7.2 Facilities shall be provided for the rapid evacuation	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks	B12-10	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
			A8-IIIB-8.4	of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the nassenger and crew canacity of the aeroplane Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.	(for seats adjacent to emergency exits)		



Inspection Item	Inspections Item Title			Inspecting Instructions					
B13	Safet	ty of pas	senger baggage	Check storage of baggage (including heavy and oversized baggage).					
							1		
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description		
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Hard or heavy baggage stored in open hat-racks	B13-01	Indicate the particulars of the situation observed		
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage stowed in unserviceable overhead bins (although marked as unserviceable)	B13-02	Indicate the particulars of the situation observed		
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Oversized baggage transported in the cabin not adequately secured	B13-03	Indicate the particulars of the situation observed		
B13	I	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Baggage not stowed securely	B13-04	Indicate the particulars of the situation observed		
B13	Ι	3	A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Overhead bins loaded in excess of the placarded weight limitation	B13-05	Indicate the particulars of the situation observed		



Inspection Item	Inspections Item Title	Inspecting Instructions
B14	Seat capacity	Check number of available seats.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
B14	1	3	A6-I-6.2.2(c)(1)	<ul><li>An aeroplane shall be equipped with:</li><li>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator.</li></ul>	Insufficient seats for all passengers on board	B14-01	Indicate the particulars of the situation observed
B14	Ι	3	A6-I-6.2.2(c)(1)	An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator.	Seat(s)/baby berth(s) not certified to be installed on board of aircraft	B14-02	Indicate the particulars of the situation observed


Inspection Item	Inspections Item Title	Inspecting Instructions
C01	General external condition	<ul> <li>Check general condition of the airframe:</li> <li>corrosion;</li> <li>cleanliness (related to the ability to inspect the aircraft);</li> <li>presence of ice, snow, frost;</li> <li>legibility of markings.</li> </ul> Note: 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 General Remark (cat G) only. Note: markings may be in languages other than English. Note: ICAO 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). Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer. <ul> <li>Loose or missing fasteners and rivets</li> <li>Presence and condition of the attennas</li> <li>Presence and condition of the exterior lights etc.</li> </ul> Note: Before raising a finding, the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL). Unserviceable lights, not required for the type of flight, should be reported as a General Remark only.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C01	М	1			Markings and/or placards required by the manufacturer not applied or unreadable	C01-01	Indicate the particulars of the situation observed
C01	1	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Aircraft very dirty affecting the ability to inspect it	C01-02	Indicate the particulars of the situation observed
C01	1	2	A6-I-6.2.4.1	If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary	Break-in point markings (if applied) faded or incorrectly marked	C01-03	Indicate the particulars of the situation observed



				they shall be outlined in white to contrast with the background.			
C01	1	2	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Paint damage with exposed composite	C01-04	Indicate the particulars of the situation observed
C01		2	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Poor condition of de-icing system	C01-05	Indicate the particulars of the situation observed
C01		2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-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.	Safety markings not applied or unreadable	C01-06	Indicate the particulars of the situation observed
C01		1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Minor corrosion	C01-07	Indicate the particulars of the situation observed
C01		2	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-V-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.	Significant corrosion	C01-08	Indicate the particulars of the situation observed
C01		3	A6-I-6.10	All aeroplanes, when operated at night shall be equipped with: b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; c) two landing lights;	Aircraft lights unserviceable for night operations (outside MEL limits)	C01-09	Indicate the particulars of the situation observed
C01	M	2			Fasteners/rivets loose or missing outside limits, but dispatch allowed according to AMM/SRM, and not assessed nor recorded.	C01-10	Indicate the particulars of the situation observed



C01	М	3			Fasteners or rivets loose or missing outside SRM/AMM limits	C01-11	Indicate the particulars of the situation observed
C01	М	3			Static discharger(s) missing or damaged outside MEL/AMM/CDL limits	C01-12	Indicate the particulars of the situation observed
C01	М	3			Antenna(s) missing or damaged outside AMM/MEL/CDL limits	C01-13	Indicate the particulars of the situation observed
C01	1	3	A6-I-4.3.5.4	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No intentions to request appropriate de-icing treatment	C01-14	Indicate the particulars of the situation observed
C01	1	3	A6-I-4.3.5.4	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.	No appropriate de/anti-icing treatment with ground icing conditions	C01-15	Indicate the particulars of the situation observed
C01	M	3			Pressure port(s) damaged or contaminated	C01-16	Indicate the particulars of the situation observed
C01	M	3			Tail skid wear outside AMM limits	C01-17	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
C02	Doors and hatches	<ul> <li>Check for:</li> <li>presence and condition of bonding wires;</li> <li>door external markings, operation instructions;</li> <li>Note: only those doors which can be opened from the outside need external markings.</li> <li>condition of doors, hatches and associated seals.</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C02	М	3			Bonding wires broken or missing (outside AMM limits)	C02-01	Indicate the particulars of the situation observed
C02	М	2			Door handle(s), lever(s), access panel(s) not flush	C02-02	Indicate the particulars of the situation observed
C02	1	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-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.	Door operation instructions missing or unclear	C02-03	Indicate the particulars of the situation observed
C02	М	3			Cargo door lock inspection glasses blind and no other mean to verify locking position(s)	C02-04	Indicate the particulars of the situation observed
C02	М	3			Door seal damaged outside AMM/CDL limits	C02-05	Indicate the particulars of the situation observed
C02	Μ	3			Door(s) unserviceable outside AMM/CDL limits	C02-06	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
C03	Flight controls	Check external Flight Controls. Check for hydraulic leakage. Check presence and condition of the static dischargers. Check presence and condition of bonding wires.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C03	M	3			Bonding wires broken or missing (outside limits)	C03-01	Indicate the particulars of the situation observed
C03	М	3			Hydraulic leak outside limits	C03-02	Indicate the particulars of the situation observed
C03	М	3			Static discharger(s) missing (outside MEL/AMM/CDL limits)	C03-03	Indicate the particulars of the situation observed
C03	I	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.	Flight controls unserviceable	C03-04	Indicate the particulars of the situation observed
C03	M	3			Fasteners or rivets loose or missing outside AMM/SRM	C03-05	Indicate the particulars of the situation observed
					limits		



Inspection Item	Inspections Item Title	Inspecting Instructions
C04	Wheels, tyres and brakes	Inspect wheels and tyres for damage and wear. When possible, check for correct tyre pressure. Check the condition of the braking system. Check the condition of the landing gear snubbers. Note: some aircraft manufacturers may approve a certain amount of flights with tires or brakes worn out or damaged beyond AMM limits.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C04	М	1			Brake wear indicator pin(s) missing (at least one pin remaining)	C04-01	Indicate the particulars of the situation observed
C04	М	1			Tyre inflation valve(s) cap missing	C04-02	Indicate the particulars of the situation observed
C04	М				Brake assembly bleed valve dust cap(s) missing	C04-03	Indicate the particulars of the situation observed
C04	М	2			Brake worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	C04-04	Indicate the particulars of the situation observed
C04	М	2			Tyre(s) worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	C04-05	Indicate the particulars of the situation observed
C04	М	3			Brake(s) unserviceable and not recorded	C04-06	Indicate the particulars of the situation observed
C04	М	3			Damaged or missing parts outside limits (i.e. bolts, heat sensors)	C04-07	Indicate the particulars of the situation observed
C04	М	3			Leaking hydraulic braking system (outside limits)	C04-08	Indicate the particulars of the situation observed
C04	М	3			Nose landing gear wheel snubbers worn outside limits	C04-09	Indicate the particulars of the situation observed
C04	М	3			Tyre pressure obviously outside limits	C04-10	Indicate the particulars of the situation observed
C04	М	3			Tyre(s) unserviceable (worn or damaged) and not recorded	C04-11	Indicate the particulars of the situation observed
C04	М	3			Rim damaged outside of limits	C04-12	Indicate the particulars of the situation observed



Inspection	Inspections Item Title	Inspecting Instructions
ltem		
C05	Undercarriage, skids/floats	<ul> <li>Check presence and condition of the water/debris deflectors (if required to be installed).</li> <li>Check skids/floats for obvious damages.</li> <li>Check for presence and legibility of inspection markings/placards.</li> <li>Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer. Check for condition, lubrication, corrosion, leaks, damage and inappropriate strut extension.</li> </ul>

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C05	М	1			Markings and/or placards required by the manufacturer not applied or unreadable	C05-01	Indicate the particulars of the situation observed
C05	Μ	1			Safety lock pin(s) missing or defective	C05-02	Indicate the particulars of the situation observed
C05	М	1			Undercarriage dirty affecting the ability to inspect it and detect potential leakages	C05-03	Indicate the particulars of the situation observed
C04	М				Gear strut valve cap(s) missing	C05-04	Indicate the particulars of the situation observed
C05	М	3			Water/debris deflectors damaged or missing outside AMM/CDL	C05-05	Indicate the particulars of the situation observed
C05	М	2			Lines, hoses electrical wiring chafed	C05-06	Indicate the particulars of the situation observed
C05	1	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-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 the ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights	Safety markings not applied or unreadable	C05-07	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C05	М	2			Significant signs of corrosion	C05-08	Indicate the particulars of the situation observed
C05	М	3			Seepage/leakage outside limits	C05-09	Indicate the particulars of the situation observed
C05	М	3			Strut pressure outside limit	C05-10	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
C06	Wheel well	Check for lubrication, leakage & corrosion. Check for lubrication, leakage & corrosion and wear on door fittings and hinges. Check for presence and condition of bonding wires. Check for cleanliness and damage.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C06	М	1			Wheel well dirty affecting the ability to inspect it	C06-01	
C06	М	3			Landing gear door(s) damaged outside SRM limits	C06-02	Indicate the particulars of the situation observed
C06	М	2			Obvious lack of lubrication of hinge(s), actuator(s)	C06-03	Indicate the particulars of the situation observed
C06	М	3			Bonding wires broken or missing (outside limits)	C06-04	Indicate the particulars of the situation observed
C06	М	3			Significant signs of corrosion	C06-05	Indicate the particulars of the situation observed
C06	М	3			Landing gear emergency spring lock(s) broken/unserviceable	C06-06	Indicate the particulars of the situation observed
C06	M	3			Seepage/leakage outside limits	C06-07	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title	Inspecting Instructions
C07	Powerplant and pylon	<ul> <li>Check for:</li> <li>dents and loose/missing fasteners;</li> <li>LPT/LPC blades (where visible), obvious damage to sensors;</li> <li>cracks;</li> <li>panels are aligned and handles are flushed;</li> <li>unusual damage and leaks;</li> <li>the condition of the thrust reverser;</li> <li>the condition of the Intake acoustic liners;</li> <li>presence and legibility of the markings and placards.</li> <li>Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.</li> </ul>

Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for
ltem							completing the detailed description
C07	М	1			Markings and/or placards required by the manufacturer not applied or unreadable	C07-01	Indicate the particulars of the situation observed
C07	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-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 the ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights	Safety markings not applied or unreadable	C07-02	Indicate what marking were missing/unreadable, including the appropriate AMM/SRM reference
C07	М	2			Significant damage in the intake and exhaust area	C07-03	Indicate the particulars of the situation observed
C07	М	3			Damage (dents, nicks, cracks) outside limits	C07-04	Indicate the particulars of the situation observed
C07	М	3			Intake acoustic liners damaged outside AMM limits	C07-05	Indicate the particulars of the situation observed
C07	М	3			Leakage (oil, fuel, hydraulics) outside AMM limits	C07-06	Indicate the particulars of the situation observed
C07	М	3			Panels/fairings/cowlings/handles misaligned or not flush outside AMM limits	C07-07	Indicate the particulars of the situation observed
C07	М	3			Screws/rivets loose or missing, outside limits	C07-08	Indicate the particulars of the situation observed
C07	М	3		Leak	Thrust reverser/blocker doors not fully stowed	C07-09	Indicate the particulars of the situation observed



Inspection Item	inspections item Title		item litle	Inspecting instructions				
C08	Fan blades			Check for FOD damage, cracks, cuts, corrosion, erosion, etc				
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description	
C08	M	3			Fan blade(s) damaged beyond AMM limit	C08-01	Indicate the particulars of the situation observed	



Inspection Item	In	spections	s Item Title	Inspecting Instructions				
C09	Propelle	ers, rotors	(main/tail)	Check for corrosion, looseness of blades in hub, stone damage, etc Check the de-ice boots for damage (where fitted).				
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Standard's Text Pre-described Finding PDF code			
							completing the detailed description	
C09	Μ	3			Propeller de-icing system unserviceable (outside MEL/AMM limits)	C09-01	Indicate the particulars of the situation observed	
C09	М	3			Propeller(s) damaged beyond AMM limits	C09-02	Indicate the particulars of the situation observed	



Inspection Item	Inspections Item Title	Inspecting Instructions
C10	Obvious repairs	Check for repairs of unusual design or poorly performed. Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent & buckle chart). However, the PIC has to have the knowledge of the status of the temporary repairs in order to be satisfied that the aeroplane remains airworthy.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C10	I	2	A6-I-4.3.1(a)	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy;	No information about temporary repairs	C10-01	Indicate the particulars of the situation observed
C10	М	2			Previous repair in poor condition	C10-02	Indicate the particulars of the situation observed
C10	М	3			Repairs obviously not carried out in accordance with the applicable AMM/SRM	C10-03	Indicate the particulars of the situation observed



Inspection Item	Insp	ection	s Item Title	Inspecting Instructions						
C11	Obvious u	Obvious unrepaired damage Check for un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc Check that any damage is observed, assessed, and possibly recorded on a damage chart/buckle & dent chart.								
Inspection	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for			

Item	50.	Cat.	510.161.	Standard's Text	rie-described rinding		completing the detailed description
C11	М	3			Structural damage affecting the airworthiness of the aircraft	C11-01	Indicate the particulars of the situation observed



Inspection	Inspections Item Title	Inspecting Instructions
Item		
		Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice).
C12	Leakage	Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
C12	М	3			Leakage outside limits	C12-01	Indicate the particulars of the situation observed
C12	М	3			Servicing doors/panels, drains blocked by ice or other debris	C12-02	Indicate the particulars of the situation observed



Inspection	Inspections Item Title	Inspecting Instructions
ltem		
		Check the general condition of cargo compartment.
D01	General condition of cargo	Check lighting, fire protection, detection & extinguishing system (if appropriate).
DOT	compartment	Check side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain.
	-	Check the presence and condition of cargo barrier/dividing nets.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D01	Μ	1			Minor defects with limited effect on safety	D01-01	Indicate the particulars of the situation observed
D01		2	A8-IIIA-1.4, A8-IIIB-1.3	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.	Equipment installations obviously not in compliance with Annex 8, Part IIIA/B, Chapter 4	D01-02	Indicate the particulars of the situation observed
			A8-IIIA-1.5, A8-IIIB-1.4	<ul> <li>1.5.1 Compliance with the appropriate airworthiness requirements shall be based on evidence either from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted.</li> <li>1.5.2 The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, its components and equipment are reliable and function correctly under the anticipated operating conditions.</li> </ul>			
D01	I	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-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.	Safety markings not applied or unreadable	D01-03	Indicate the particulars of the situation observed
D01	М	3			Cargo bay smoke detection test fail or outside MEL limits	D01-04	Indicate the particulars of the situation observed
D01	Ι	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate	Blow-out panels pushed, damaged or missing (outside AMM/MEL	D01-05	Indicate the particulars of the



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	limits)		situation observed
D01	M	3			Damage to panelling and/or lining outside limits	D01-06	Indicate the particulars of the situation observed
D01	1	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Unserviceable fire extinguishing system and the affected cargo compartment is used	D01-07	Indicate the particulars of the situation observed
D01	М	3			Floor locks unserviceable outside MEL limits (with cargo)	D01-08	Indicate the particulars of the situation observed
D01	М	3			No or unserviceable required barrier net	D01-09	Indicate the particulars of the situation observed
D01	1	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	No smoke barrier/curtain (if applicable)	D01-10	Indicate the particulars of the situation observed
D01	1	3	A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition	Structural or floor damage outside AMM/SRM limits	D01-11	Indicate the particulars of the situation observed
D01	1	3	A8-IIIA- 4.1.6.(g) A8-IIIB-4.2 (g)	Fire suppression. For aeroplanes for which the application for certification was submitted on or after 12 March 2000, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods. 1) each cargo compartment accessible to a crew member in a passenger-carrying aeroplane shall be equipped with a fire suppression system;	Cargo compartment (s) not equipped with fire suppression systems	D01-12	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>2) each cargo compartment not accessible to a crew member shall be equipped with a built-in fire detection system and a built-in fire starvation or suppression system; and</li> <li>3) cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.</li> </ul>			
D01	М	3			Cargo compartment lighting damaged outside AMM/MEL limits	D01-13	Indicate the particulars of the situation observed



Inspection	Inspections Item Title	Inspecting Instructions
Item		
D02	Dangerous Goods	If dangerous good are on board, check that the pilot has received appropriate notification. Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air). <i>Note: if a finding is raised on this point, report it under A04 – Manuals.</i> Check that Technical Instructions as per ICAO Doc. 9284 are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation. Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284). Check that any DG contamination has been removed. If the Transportation of DG is not in compliance with the Ops Spec, report it under A10. Check, when required, the crew access to the cargo area in case of transportation of CAO goods.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D02		2	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in- command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, not concerning CAO packages	D02-01	Indicate the particulars of the situation observed
D02		3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in- command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Incorrect or incomplete information in NOTOC, concerning CAO packages	D02-02	Indicate the particulars of the situation observed
D02	1	3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	D02-03	Indicate the particulars of the situation observed
D02	1	3	A18-8.4	<ul> <li>8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.</li> <li>8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been</li> </ul>	Damaged and/or leaking packages/overpacks containing DG	D02-04	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein. 8.4.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated. 8.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load			
				inspected for damage or contamination.			
D02	I	3	A18-8.8	When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times	Dangerous Goods not correctly loaded and/or secured	D02-05	Indicate the particulars of the situation observed
D02	I	3	A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and	DG label incorrect or missing	D02-06	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed
							description
				b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.			
D02		2	DOC 9284 (Part 7)	<ul> <li>2.7.1 Each unit load device containing dangerous goods which require a class hazard label must clearly display on its exterior an indication that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible.</li> <li>2.7.2 This indication must be provided by attaching to the unit load device an identification tag having a border of prominent red hatchings on both sides and the minimum dimensions of 148mmx 210 mm. The primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods must be clearly marked on this tag.</li> <li>2.7.3 If the unit load device contains packages bearing "Cargo aircraft only" label, either that label must be visible or the tag must indicate that the unit load device can only be loaded on a cargo aircraft.</li> <li>2.7.4 The tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</li> </ul>	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	D02-07	Indicate the particulars of the situation observed
D02	1	3	DOC 9284 (Part 7)	<ul> <li>2.7.1 Each unit load device containing dangerous goods which require a class hazard label must clearly display on its exterior an indication that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible.</li> <li>2.7.2 This indication must be provided by attaching to the unit load device an identification tag having a border of prominent red hatchings on both sides and the minimum dimensions of 148mmx 210 mm. The primary and subsidiary</li> </ul>	Required identification tag missing (CAO packages inside)	D02-08	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				<ul> <li>hazard class(es) or division(s) numbers of such dangerous goods must be clearly marked on this tag.</li> <li>2.7.3 If the unit load device contains packages bearing "Cargo aircraft only" label, either that label must be visible or the tag must indicate that the unit load device can only be loaded on a cargo aircraft.</li> <li>2.7.4 The tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</li> </ul>			
D02		3	DOC 9284 (Part 3)	<ul> <li>4.1.1 Limited quantities of dangerous goods may only be carried in accordance with the limitations and provisions of this chapter and must meet all the applicable requirements of the Technical Instructions unless otherwise provided for below.</li> <li>4.1.3 The limitations and provisions of this chapter for the transport of dangerous goods in limited quantities apply equally to both passenger and cargo aircraft.</li> <li>4.3.1 The net quantity per package must not exceed the quantity specified in column 11 of Table 3-1 against the packing instruction number identified by the prefix letter "Y" in column 10.</li> <li>4.3.2 The gross mass per package must not exceed 30 kg.</li> <li>5.1.2 Dangerous goods which may be carried as excepted quantities in accordance with this chapter are shown in column 9 of the dangerous goods list by means of an alphanumeric code as indicated in Table 3-3 ()</li> </ul>	Dangerous goods carried as limited quantities or excepted quantities but limits exceeded	D02-09	Indicate the particulars of the situation observed
D02		3	A18-5.1 DOC 9284 (Part 4)	Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the Technical Instructions. 1.1.1 Dangerous goods must be packed in good quality packagings, which must be strong enough to withstand the shocks and loadings normally encountered during transport, including	Dangerous goods not packed in accordance with proper packing instructions	D02-10	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				removal from a pallet, unit load device or overpack for subsequent manual or mechanical handling. Packagings must be constructed and closed so as to prevent any loss of contents when prepared for transport, which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings (including inner packagings and receptacles) must be closed in accordance with the information provided by the manufacturer. No dangerous residue must adhere to the outside of packages during transport. These provisions apply, as appropriate, to new, reused, reconditioned or re-manufactured packagings			
D02	1	3	A18-8.3 A18-8.7	<ul> <li>Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.</li> <li>8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.</li> <li>8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.</li> <li>8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.</li> </ul>	DG not stowed and/or separated in accordance with the Technical Instructions	D02-11	Indicate the particulars of the situation observed
D02	1	3	A18-8.6	<ul> <li>8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.</li> <li>8.6.2 An aircraft which has been contaminated</li> </ul>	Hazardous and/or radioactive contamination not removed	D02-12	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.			
D02	1	3	A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in- command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.	Required NOTOC missing	D02-13	Indicate the particulars of the situation observed
D02	I	3	A18-8.5	Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	D02-14	Indicate the particulars of the situation observed
D02		3	A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.	No access to DG packages labelled "Cargo aircraft only" where required	D02-15	Indicate the particulars of the situation observed
D02		3	A18-4.2	The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin: a) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and b) infected live animals.	Transport of forbidden dangerous goods	D02-16	Indicate the particulars of the situation observed
			A10-4.3	identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.			
D02		3	A18-8.1(a)	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are	Dangerous goods not accompanied by shipper's declaration when so required	D02-17	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
				accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required;			



Inspection	Inspections Item Title	Inspecting Instructions
ltem		
D03	Safety of cargo on board	Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight). Note: Not all aircraft have load height restrictions. Check that flight/fly-away kit and spare wheels are correctly secured. Check that cargo is correctly secured. Check the condition of cargo containers, pallets, lock assemblies and lashing nets. Check the condition of the cargo compartment dividing nets. Note: Although in most cases cargo is restrained using cargo nets, in certain cases aircraft have been certified without such nets and the restraining of the cargo is achieved by the containment in the compartment itself (e.g. cargo bulkhead compartment of regional turboprops). If the type certification does not prescribe the presence of nets, their absence should not constitute a finding.

Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
D03	I	1	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	D03-01	Indicate the particulars of the situation observed
D03	1	2	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or containers	D03-02	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo Area not used in accordance with classification	D03-03	Indicate the particulars of the situation observed
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Cargo not correctly secured and restrained in all directions	D03-04	Indicate the particulars of the situation observed
D03	I	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers affecting the structural integrity and	D03-05	Indicate the particulars of the situation observed



Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	PDF code	Instructions for completing the detailed description
					their intended function		
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Dividing net or protection net damaged beyond AMM limits	D03-06	Indicate the particulars of the situation observed
D03	1	3	A6-I-4.3.1e	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in- command is satisfied that: e) any load carried is properly distributed and safely secured	Load distribution/load limit (floor and/or height) exceeded	D03-07	Indicate the particulars of the situation observed



Inspection Item	Inspections Item Title			Inspecting Instructions		
E01	General			Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.		
Inspection Item	Std.	Cat.	Std. ref.	Standard's Text	Pre-described Finding	Instructions for completing the detailed description
E01						