

European Ramp Checks - most popular questions from inspectors

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23 May, 2017



Of late, the level of interest in **OpsGroup** for **European Ramp Checks** has been very high. There has been a lot to think about. First, we discovered in March that French inspectors had started recording a finding for operators that were using the Manufacturer MEL instead of a customized one, and it turned out that across EASA-land inspectors were raising the same issue. **There is an update on that below.**

One of our members posted a great list of the most popular findings/issues raised by EASA Inspectors in the last 12 months, together with the skinny on “**how to fix these**, so you don’t get a finding”.

So, first let’s look at the Top 3 Categories, with the subset questions, and then an update on the D095 MMEL/MEL issue.

Popular European Ramp Check Items

Visiting and locally based aircraft may be subjected to ramp inspections as part of a States’ Safety Programme. The EU Ramp Inspection Programme (EU RIP) is one such inspection regime which currently has 48 participating states. The EU Ramp Inspectors review findings and use this intelligence as a basis for prioritising areas to inspect during a ramp check.

The most frequent findings and observations raised since January 2016 follow. This information can be used to help avoid similar findings being raised during future ramp inspections on your aircraft.

Most Frequent Findings

The **main 3 categories of findings**, relate to: Minimum Equipment Lists, Flight Preparation and Manuals.

1. Under the category of **Minimum Equipment List**, the finding is.
 - MEL not fully customised.

2. Under the category of **Flight Preparation**, the main findings are:

- PBN Codes recorded on the flight plan which the operator did not have operational approval for
- Use of alternates which were not appropriate for the aircraft type; and
- [blur]Use of alternate airports which were closed[/blur]

[blur]3. Under the category of **Manuals**, the main finding is.

- AFM was not at the latest revision.[/blur]

[blur]Simple Steps to Avoid Similar Findings[/blur]

[blur]1. Review your MEL, especially amendments made to the MEL after the initial approval, and ensure it is fully customised:

- Where the MMEL and/or TC holders source O&M procedures require the operator to develop 'Alternate Procedures' or 'Required Distribution' etc. these must be specified in the operators MEL and/or O&M procedure;[/blur]

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