

Rules revised: SAFA Ramp Checks for 'Suspect Aircraft'

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31 May, 2016



01JUN: EASA have published **new guidelines** for inspectors to assess which aircraft should be prioritised for SAFA ramp checks in Europe and SAFA compliant states. ARO.RAMP.100(b) in the Part-ARO contains the updated list of aircraft that will be selected for priority checking:

- (a) (when EASA receive) information regarding **poor maintenance** of, or obvious damage or defects to an aircraft;
- (b) reports that an aircraft has performed **abnormal manoeuvres** that give rise to serious safety concerns in the airspace of a Member State;
- (c) a **previous ramp inspection that has revealed deficiencies** indicating that the aircraft does not comply with the applicable requirements and where the competent authority suspects that these deficiencies have not been corrected;
- (d) previous lists, referred to in ARO.RAMP.105, indicating that the operator or the State of the operator has been **suspected of non-compliance**;
- (e) evidence that the State in which an aircraft is registered is not exercising proper safety oversight; or
- (f) concerns about the operator of the aircraft that have arisen from occurrence reporting information and non-compliance recorded in a ramp inspection report on any other aircraft used by that operator;
- (g) information received from **EASA Third-Country Operator (TCO)** monitoring activities;
- (h) any relevant information collected pursuant to **ARO.RAMP.110**. ("whistleblowers")

The revised Part-ARO, issued in May 2016, contains a large number of revisions and operators should take

a close look at the changes.

For a general guide to SAFA Ramp Checks, have a look at our other article: **Avoiding the Pain of a Ramp Check**.

References:

- Part ARO - Issue 3.2