

VOLUME 12 INTERNATIONAL AVIATION**CHAPTER 4 TITLE 14 CFR PART 129 OPERATIONS****Section 10 Ramp Inspections and Other Surveillance for 14 CFR Parts 129 and 375
Foreign Air Operators****Source Basis:**

- **Title 14 CFR § 129.5, Operations Specifications.**
- **Title 14 CFR § 129.7, Application, Issuance, or Denial of Operations Specifications.**
- **Title 14 CFR § 129.9, Contents of Operations Specifications.**
- **Title 14 CFR § 129.11, Amendment, Suspension and Termination of Operations Specifications.**
- **Title 14 CFR § 129.13, Airworthiness and Registration Certificates.**
- **Title 14 CFR § 129.14, Maintenance Program and Minimum Equipment List Requirements for U.S.-Registered Aircraft.**
- **Title 14 CFR § 129.17, Aircraft Communication and Navigation Equipment for Operations Under IFR or Over the Top.**
- **Title 14 CFR § 129.18, Collision Avoidance System.**
- **Title 14 CFR § 129.20, Digital Flight Data Recorders.**
- **Title 14 CFR § 129.24, Cockpit Voice Recorders.**
- **Title 14 CFR § 129.25, Airplane Security.**
- **Title 14 CFR § 129.28, Flightdeck Security.**
- **Title 14 CFR § 129.105, Aging Airplane Inspections and Records Reviews for U.S.-Registered Multiengine Aircraft.**
- **Title 14 CFR § 129.107, Repairs Assessment for Pressurized Fuselages.**
- **Title 14 CFR § 129.109, Supplemental Inspections for U.S.-Registered Aircraft.**
- **Title 14 CFR § 129.111, Electrical Wiring Interconnection Systems (EWIS) Maintenance Program.**
- **Title 14 CFR § 129.113, Fuel Tank System Maintenance Program.**
- **Title 14 CFR § 129.115, Limit of Validity.**
- **Title 14 CFR § 129.117, Flammability Reduction Means.**
- **Title 14 CFR § 129.119, Fuel Tank Vent Explosion Protection.**
- **Administrative.**

10.1 GENERAL.

10.1.1 Purpose. This section establishes the Federal Aviation Administration (FAA) Flight Standards Service (FS) policy and requirements for conducting oversight within the United States or its territories on Title 14 of the Code of Federal Regulations (14 CFR) parts 129 and 375 foreign air operators.

10.1.2 Scope. This section is applicable to all FAA FS personnel who manage and conduct oversight on 14 CFR parts 129 and 375 foreign air operators.

10.1.3 Safety Assurance System (SAS) Activity Recording (AR) Codes.

- a) Operations: 1045, 1622.
- b) Maintenance: 3045, 3627, 3628, 3634, 3637, 3646, 3647, 4635.
- c) Avionics: 5045, 5626, 5627, 5628, 5634, 5637, 5646, 5647, 6635.

10.1.4 Other References.

- Title 14 CFR Parts 21, 43, 91, 129, and 375.
- International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) contained in:
 - Annex 1, Personnel Licensing;
 - Annex 6, Operation of Aircraft;
 - Annex 7, Aircraft Nationality and Registration Marks; and
 - Annex 8, Airworthiness of Aircraft.
- ICAO Doc 7300, Convention on International Civil Aviation.
- ICAO Doc 8335, Manual of Procedures for Operations Inspection, Certification and Continued Surveillance.
- Job Task (JT) FS 2.006 (ALL), Conduct Ramp Inspections and Other Surveillance for Parts 129 and 375 Foreign Air Operators.
- Figure 4-10A, Foreign Air Operator Ramp Inspection Job Aid.

10.2 DEFINITIONS. See Volume 12, Chapter 1, Section 1, Definitions, Abbreviations, and Acronyms, for information associated with this section.

Note: The International Program Division's (AFS-50) international website may be accessed through the following link: <https://my.faa.gov/org/linebusiness/avs/offices/afx/divisions/afs/afs50.html>.

10.3 AUTHORITY.

10.3.1 Regulatory Authority. Article 16 of the Convention on International Civil Aviation (Chicago Convention) states that the appropriate authorities of each State have the right, without unreasonable delay, to search foreign civil aircraft on landing or departure and to inspect the certificates and other documents prescribed by the Convention. Title 49 of the United States

Code (49 U.S.C.) §§ 40113 and 46101(a)(2) empower the FAA Administrator to conduct such investigations considered necessary to carry out the provisions of 49 U.S.C.

10.4 SURVEILLANCE. Aviation safety inspectors (ASI) will conduct surveillance of foreign air operators and their aircraft and operations.

a) The surveillance task is to determine compliance with the regulations and the foreign air operator's operations specifications (OpSpecs).

b) Conduct surveillance utilizing Risk-Based Decision Making (RBDM). When utilizing RBDM for surveillance, items that principal inspectors (PI) must consider include, but are not limited to, the following:

- 1) Prior surveillance history and frequency.
- 2) Type and size of aircraft.
- 3) Enforcement history.
- 4) Size and scope of operation.
- 5) Heightened Surveillance List (HSL).

6) Written (i.e., email, letter) feedback from the Transportation Security Administration (TSA) International Industry Representative (IIR) (formerly referred to as the International Principal Security Inspector). Suggested topics to review (in writing and at least annually) with the TSA include:

i. FAA-issued OpSpecs via which the FAA authorized the foreign air carrier to operate into new airports to be used for scheduled passenger operations or all-cargo operations, or with new aircraft make, model, and series (M/M/S) or configurations since the last RBDM.

ii. Any issues, concerns, and/or changes (i.e., downgrade of the State of the Operator of the foreign air carrier from the International Aviation Safety Assessment (IASA) Category (CAT) 1 to IASA CAT 2) that may affect each other's oversight responsibilities.

- 7) Other pertinent information.

c) If a foreign air operator experiences a series of safety-related accidents, incidents, violations, or complaints, the International Field Office (IFO) manager holding the foreign air operator's OpSpecs will initiate surveillance as necessary to resolve any safety deficiencies.

10.5 OBJECTIVES OF RAMP INSPECTIONS. The primary objectives of a ramp inspection are to provide ASIs with the opportunity to evaluate whether a foreign air operator and aircraft meet ICAO standards and are capable of safe operations when operating within the U.S. National Airspace System (NAS).

a) When a foreign air operator applies for operations into the United States, they are granted the authority to operate based on the fact they are operating within the ICAO standards.

Note: See Volume 12, Chapter 1, Section 3 for information and applicable references on ICAO SARPs.

b) The ramp inspection provides the FAA with an opportunity to evaluate if the air operator is meeting those standards as allowed in the 14 CFR part 129 OpSpecs issued to the foreign air operator.

10.6 RESPONSIBILITY. IFOs will be primarily responsible for ramp inspections, to include inspections related to the HSL, and other surveillance on all foreign air operators, as follows:

a) Title 14 CFR Part 129 Operators. The IFO that issues OpSpecs to a 14 CFR part 129 foreign air operator is responsible for the surveillance for that foreign air operator. Domestic travel by IFO inspectors may be required to accomplish these ramp inspections.

b) Title 14 CFR Part 375 Operators. The IFO with geographic responsibility for the foreign air operator's home country is responsible for the surveillance.

c) Office of Air Carrier Safety Assurance (ACSA), Office of General Aviation Safety Assurance (GASA), Office of Safety Standards (OSS), and Other IFOs. These offices will provide geographic surveillance support to the responsible IFO upon request in accordance with paragraph 10.9.

10.7 PLANNING AND WORK PROGRAMS.

10.7.1 Scheduled 14 CFR Part 129 Operators.

a) No later than each September, the assigned PIs will accomplish a Surveillance Program review. The assigned PIs will use the Geographic Airport Data Display (GeoADD), the Safety Performance Analysis System (SPAS), and other appropriate safety analysis tools as aids to determine the baseline of ramp inspection that are needed for the next fiscal year (FY). The GeoADD tool is located on the SAS homepage. Utilizing RBDM, the assigned PIs for a 14 CFR part 129 foreign air operator will determine the quantity and location of ramp inspections to be conducted each FY. Each scheduled 14 CFR part 129 foreign air operator will receive a minimum of one (1) ramp inspection per FY.

1) The IFO management team will ensure that one inspector from the assigned PIs documents the accomplishment of the review by entering one of the following AR codes for each scheduled 14 CFR part 129 foreign air operator: 1045, 3045, or 5045. Enter a comment with a summary of the surveillance review to include justifications for the amount of surveillance planned.

b) The assigned PIs must generate a surveillance plan and present to IFO management for review.

1) The IFO management team will determine which ramp inspections will be conducted by the IFO inspectors considering factors such as overall safety risk, inspector location, travel budget, etc.

2) For the inspections that the IFO management team has determined cannot be accomplished by the IFO inspectors, the IFO management team will request geographic support in accordance with SAS shared ASI functionality (see paragraph 10.9). Offices will accept geographic National Flight Standards Work Program Guidelines (NPG) Activities transferred from other offices. Transferred NPG Activities are either accomplished or recorded as Resources Not Available (RNA).

c) The assigned PIs will locally create the planned NPG Activities in SAS for the surveillance that will be accomplished by their IFO during the FY. Refer to FAA Order 1800.56, National Flight Standards Work Program Guidelines (NPG), Subparagraph 8h, How to Add NPG Activities, and see Volume 10, Chapter 3.

10.7.2 Charter (Nonscheduled) 14 CFR Part 129 and 375 Operators.

a) When an IFO receives notification of charter flight operations as required in 14 CFR part 129 OpSpec A001, or a 14 CFR part 375 flight operation, a PI will utilize RBDM to determine if a ramp inspection should be conducted. If the ramp inspection will be conducted in a location that would require travel, the PI will consult the IFO management team to determine if the ramp inspection will be conducted by IFO inspectors, or if geographic surveillance should be requested. If the IFO management team has determined that the inspection cannot be accomplished by the IFO inspectors, the PI will request geographic surveillance in accordance with subparagraph 10.9b).

b) Offices will accept geographic requests from IFOs. Activities are locally created and either accomplished or recorded as RNA.

10.7.3 Title 14 CFR Part 129 Operators Appearing on the HSL.

a) IFO PIs responsible for 14 CFR part 129 foreign air operators must review the HSL monthly. This list is posted by AFS-50. See Volume 12, Chapter 4, Section 13 for more information on the HSL. The assigned PIs will review the pertinent data and history for each 14 CFR part 129 foreign air operator appearing on the HSL. As necessary, utilizing RBDM, the assigned PIs determine the quantity and location of additional inspections for each 14 CFR part 129 foreign air operator appearing on the HSL.

1) The assigned PIs must generate a surveillance plan and present to IFO management for review. The IFO management team will determine which inspections will be conducted by the IFO inspectors, considering factors such as overall safety risk, inspector location, travel budget, etc.

2) For the inspections that the IFO management team has determined cannot be accomplished by the IFO inspectors, the IFO management team will request geographic support in accordance with paragraph 10.9 and SAS shared ASI functionality.

3) When additional HSL surveillance is requested, one inspector from the assigned PIs will document subparagraph a) above by entering one of the following AR codes for each 14 CFR part 129 foreign air operator affected: 1045, 3045, or 5045. Select “HSL” in the “National Use” field of each record. Enter a comment with a summary of the HSL review and surveillance items planned.

b) The assigned PIs will locally create the planned NPG Activities in SAS for the surveillance that will be accomplished by their IFO during the FY. Refer to Order 1800.56 and see Volume 10, Chapter 3.

10.8 FAA APPROVALS AND INSPECTIONS UNDER 14 CFR § 129.14.

10.8.1 FAA Responsibility. Consistent with its international obligations as the State of Registry, the FAA is responsible for approving maintenance programs and minimum equipment list (MEL) requirements for U.S.-registered aircraft engaged in common carriage under 14 CFR § 129.14.

a) Approval of the maintenance program does not constitute approval of the foreign air operator’s maintenance facility or capability. The foreign air operator is responsible for ensuring that the aircraft is maintained in accordance with its FAA-approved maintenance program. Additionally, regulating and overseeing how a foreign air operator integrates a U.S.-registered aircraft, including the FAA-approved maintenance program, into its operations and maintenance systems is the responsibility of the State of the Operator under the Chicago Convention.

b) In carrying out its State of Registry responsibilities, the FAA has authority to inspect aircraft on the U.S. registry even when located outside the United States. The FAA may elect to conduct an in-country visit to validate that a U.S.-registered aircraft operated in common carriage by a foreign air operator or foreign person is being maintained in accordance with its FAA-approved maintenance program. In-country visits must be approved by the responsible manager based on a review of the maintenance program and potential safety issues concerning inadequate maintenance.

c) Prior to scheduling any official visit to a foreign country, the ASI must coordinate the trip with the foreign air operator and notify the foreign Civil Aviation Authority (CAA). The ASI also must obtain a country clearance from the U.S. Embassy in the country where the aircraft to be inspected is located.

d) The responsible manager should consider the following factors:

1) Whether the assigned ASI evaluating the maintenance program can conduct the evaluation satisfactorily without the necessity of traveling to the State where the aircraft is operated.

2) Whether the maintenance provider is a 14 CFR part 145 repair station. In that case, the manager should ensure that these safety issues are addressed during the 14 CFR part 145 repair station surveillance visit.

3) Objective evidence to support the reviewing ASI's safety concerns.

e) Conformity inspection of the aircraft to the foreign air operator's fleet is the responsibility of the State of the Operator.

Note: Conformity of the aircraft to its type certificate (TC) is verified by the FAA as the State of Registry and is a requirement for issuance of an airworthiness certificate.

10.8.2 Title 14 CFR § 129.14 Required Surveillance—Assigned Airworthiness PIs. The following NPG Activities are automatically generated by SAS from Enhanced Flight Standards Automation System (eFSAS) profiles and issued OpSpecs:

a) Conduct a desk audit annually of each foreign air operator's FAA-approved maintenance inspection program (3637 and 5637). A ramp check of a U.S.-registered aircraft may not be used in place of the desk audit. At a minimum, PIs should validate or review the following:

- 1) Copy of current airworthiness certificate;
- 2) When the maintenance program was last updated;
- 3) Whether the maintenance program matches the fleet;
- 4) Maintenance records;
- 5) Sample life-limited parts, as applicable;
- 6) Sample/review applicable Airworthiness Directives (AD) and advisory circulars (AC); and
- 7) Sample/review maintenance and inspection elements as defined within applicable ACs, such as (listing is not all-inclusive):
 - i. AC 43-4, Corrosion Control for Aircraft;
 - ii. AC 43-9, Maintenance Records;
 - iii. AC 43-206, Inspection, Prevention, Control, and Repair of Corrosion on Avionics Equipment;
 - iv. AC 43-210, Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major Repairs and Major Alterations;
 - v. AC 43-214, Repairs and Alterations to Composite and Bonded Aircraft Structure;
 - vi. AC 119-1, Operational Authorization of Aircraft Network Security Program;
 - vii. AC 120-93, Damage Tolerance Inspections for Repairs and Alterations;

viii. AC 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance and/or Inspection Programs;

ix. AC 120-98, Operator Information for Incorporating Fuel Tank Flammability Reduction Requirements into a Maintenance and/or Inspection Program;

x. AC 120-102, Incorporation of Electrical Wiring Interconnection Systems Instructions for Continued Airworthiness into an Operator's Maintenance Program;

xi. AC 120-104, Establishing and Implementing Limit of Validity to Prevent Widespread Fatigue Damage; and

xii. AC 129-4, Maintenance Programs for U.S.-Registered Aircraft Operated Under 14 CFR Part 129.

8) Sampling and Scope. The responsible IFO will determine sample size and scope, based on PI input. It needs to be sufficiently comprehensive to ensure that the foreign air operator or foreign person is complying with the FAA-approved maintenance program.

9) Title 14 CFR Part 129 Operators With Associated FAA 14 CFR Part 145 Repair Stations. Desk audit requirements at management discretion may be combined and accomplished as part of an annual FAA 14 CFR part 145 facility inspection when the U.S.-registered aircraft associated with the 14 CFR part 129 foreign air operator are present. While performing in-country 14 CFR part 145 surveillance, it is recommended to validate compliance with 14 CFR § 129.14 maintenance program(s). See Volume 12, Chapter 6, Section 1 for information about the applicability of 14 CFR part 187 fees.

b) Conduct a desk audit annually on each foreign air operator's Fuel Tank Flammability Reduction (FTFR) program requirements (4635 and 6635) (responsible IFO). Select "FTFR" in the "National Use" field drop-down.

c) Conduct a desk audit annually of each Aircraft Network Security Program (ANSP) procedures (5626) including the annual security risk assessment (responsible IFO). Select "ANSP" in the "National Use" field drop-down.

10.8.3 Title 14 CFR § 129.14 Supplemental Surveillance. In accordance with 14 CFR § 129.105, PIs must accomplish aging airplane inspections and record reviews as required by the rule. During the inspection and records review, the foreign air operator or foreign person must demonstrate to the Administrator that the maintenance of age-sensitive parts and components of the airplane has been adequate and timely enough to ensure the highest degree of safety.

a) Aircraft and Records Inspections. See Volume 6, Chapter 11, Section 14.

b) AR Record. Activities are locally created by the inspector conducting the surveillance. Complete the AR record to track the accomplishment of these inspections. Use activity code 3647 or 5647 for the aircraft inspection and 3634 or 5634 for the records review. Use activity code 3646 or 5646 when reviewing reports submitted by a Designated Airworthiness Representative (DAR)/Organization Designation Authorization (ODA). Select "AGINGRIR" in

the “National Use” block of section I. In section IV, the “Comment” block, record airplane times, cycles, inspection status, and other required data.

10.9 GEOGRAPHIC SURVEILLANCE PROCEDURES. If the responsible IFO determines that it cannot travel to a particular location to conduct an inspection, it may request support from another FS office. When choosing an office to request the inspection, the IFO will consider another IFO first; and if that is not feasible, the IFO will request assistance from another FS office. When it is necessary to request that an inspection be completed by another FS office, an IFO PI or Front Line Manager (FLM) will:

a) For scheduled 14 CFR part 129 or HSL, use SAS shared ASI and/or multi-offices functionality. See Volume 10, Chapter 4, Section 1 and refer to the SAS Automation User Guide (AUG).

b) For charter 14 CFR parts 129 and 375 and other foreign air operators, send an email request containing a risk-based rationale, to include the quantity, activity type(s), locations, and date/time of the surveillance, to the management of the office who is requested to accomplish the inspection. If an IFO PI sends the request, they must copy their FLM on the request. The PI or FLM should also include information such as flight schedules, gate or aircraft location, Fixed-Base Operator (FBO), operator contact information, if known, and any other pertinent information.

1) For each geographic surveillance request, the office receiving the request will accept geographic requests from IFOs. Activities are locally created and either accomplished or recorded as RNA.

2) Each office performing a geographic surveillance request on behalf of another IFO will generate and assign the applicable SAS AR activities (e.g., 1622, 3627, or 5627). The inspection(s) will be recorded as specified in paragraph 10.13.

10.10 ENVIRONMENTAL FILES.

10.10.1 Use of Environmental Files. The environmental files will be utilized for pertinent information related to the location where the foreign air operator is operating.

10.10.2 Responsibility for Maintenance of Environmental Files. The IFO that issues OpSpecs to a 14 CFR part 129 foreign air operator is responsible for the creation and maintenance of the environmental file for each scheduled airport listed on 14 CFR part 129 OpSpec A001. Fields for assigned inspectors and aircraft are optional. The Geographic District Office (GDO) field of the environmental file will reflect the IFO responsible for oversight of the 14 CFR part 129 foreign air operator.

10.10.3 Charter (Nonscheduled) and 14 CFR § 129.14 Operators. The responsible IFO must not create any environmental files for a foreign air operator that conducts either charter operations to the United States or that operates U.S.-registered aircraft in common carriage solely outside the United States.

10.11 INSPECTION PREPARATION.

10.11.1 Prerequisites.

10.11.1.1 Manager Responsibility. All managers will ensure that only qualified ASIs perform surveillance on foreign air operators.

10.11.1.2 Training. ASIs must complete the following training requirements prior to conducting ramp inspections and other inspections on foreign air operators:

- a) Web-based training FAA Course 27100142, Foreign Air Operator Ramp Inspection.
- b) All applicable on-the-job training (OJT). See the JTAs listed in paragraph 10.1.4.

Note: It is highly recommended that ASIs also complete FAA Course 21000039, International Civil Aviation for Inspectors, for a better understanding of international aviation standards.

10.11.1.3 Information Review. Prior to conducting any surveillance activity associated with a foreign air operator, the ASIs should review the following items:

- a) The 14 CFR part 129 OpSpecs (if applicable) issued to the foreign air operator to become familiar with their authorizations including, but not limited to:
 - 1) Authorized areas of operations and airports.
 - 2) Authorized aircraft models and registration markings.
- b) Historical surveillance activity and other applicable information (e.g., incidents, enforcements).
- c) The provisions of ICAO Annexes 1, 6, 7, and 8 applicable to the inspection being conducted.

10.11.2 Ramp Inspection Notice. ASIs may conduct routine and unannounced ramp inspections (at any U.S. location) of 14 CFR part 129 foreign air operators. ASIs may conduct ramp inspections before a particular flight, at en route stops, or at the termination of a flight. They may conduct a ramp inspection any time an aircraft is at a gate or a fixed ramp location. The flightcrew or station personnel should be present. The foreign air operator does not have to be given advance notice that a ramp inspection is going to be conducted.

10.11.3 Personnel Needed for Inspection. The best practice is that two inspectors (Operations and Airworthiness) perform this task in exterior and interior phases to ensure inspection adequacy.

10.12 PERFORMING THE RAMP INSPECTION.

10.12.1 Foreign Air Operator Inspections. Foreign air operator's ramp inspections are carried out in a similar manner to ramp inspections of domestic operators, with some important differences, as the standards applied would be based primarily on approved company procedures and international standards and not on local national regulations.

10.12.2 Use of FAA ASI Credentials (FAA Form 110A) to Access Aircraft and Secure Areas of U.S. Airports. Proper use of identification credentials, correct checkpoint procedures, and resolution of misunderstandings with airlines and other government agencies are crucial for the creation of an environment where ASIs can conduct effective inspections and surveillance. Both FS and the TSA have reaffirmed the necessity of ASI access to Security Identification Display Areas (SIDA) and Air Operations Areas (AOA). However, because of the TSA's enhanced screening process and other airport security measures, ASIs must undergo extra steps when entering a SIDA.

Note 1: FAA Order 8000.38, Aviation Safety Inspector Credentials Program, provides guidance and policy for the use of FAA Form 110A, Aviation Safety Inspector's Credential. ASIs should refer to this order for specific guidance and policy on access to aircraft and secure areas of U.S. airports.

Note 2: According to 14 CFR § 153.5, "Airports, aircraft operators, aircraft owners, airport tenants, and air agencies must grant Aviation Safety Inspectors bearing FAA Form 110A free and uninterrupted access to public-use airports and facilities, including AOAs, SIDAs, and other secured and restricted areas."

10.12.3 Aircraft Access. The ASI may not be able to access the aircraft until it has cleared U.S. Customs and Border Protection (CBP).

10.12.4 Introduction and Interaction With Foreign Air Operator Personnel. The ASIs should provide an official and courteous introduction and describe the purpose and scope of the inspection. The flightcrew may not always be available or present when performing the ramp inspection. A foreign air operator's representative should be present during inspections inside the aircraft.

- a) ASIs should not interrupt crew or ground personnel when they are performing a particular phase of their duties.
- b) When inspection activities require ASIs to interact directly with the crew or ground personnel, ASIs should perform the activities at a time that does not interfere with their duties.
- c) The ASI must time inspection activities so that they do not delay or interfere with passenger enplaning or deplaning.
- d) Inspection activities should not adversely impede aircraft servicing or catering.

10.12.5 Ramp Inspection Job Aid and Inspection Areas. Figure 4-10A must be referenced and used by any ASI regardless of primary specialty. The job aid contains a listing of items that the ASI observes and evaluates during the inspection. The job aid also includes applicable SAS AR comment codes to facilitate the writing of the inspection report. ASIs should use the job aid to help describe how the inspection was limited in scope and to make notes during the inspection that they can later transcribe into SAS AR. The overall condition of the aircraft should be covered at every inspection. There are several general inspection areas that an ASI can observe and evaluate during a 14 CFR part 129 ramp inspection.

a) Flight Deck, including crewmembers.

1) The ASI should request to see the crewmember's airman and medical certificates. The ASI should review the certificates to see that they meet the appropriate requirements for both the duty position and the aircraft for the scheduled or recently terminated flight. The ASI should confirm that the airman and medical certificates have been issued or rendered valid by the State of Registry of the aircraft, or, if under the provisions of an Article 83 *bis* agreement, by the State of the Operator.

i. Electronic Personnel Licenses (EPL). According to the Standards in ICAO Annex 1, airman certificates may be issued on paper or plastic media, or in electronic format on self-contained mobile visual display devices such as phones, tablets, or other mobile devices. EPL may also contain the medical assessment information. The display of the license data should follow the common form in ICAO Annex 1, Appendix 4. Additional information about EPL can be found in ICAO Annex 1, Section 5.3. States that have implemented EPL will publish a job aid to assist inspectors with verifying the information on the EPL. Inspectors may access the current EPL job aids at <https://my.faa.gov/org/linebusiness/avs/offices/afx/divisions/afs/icao-electronic-personnel-license--epl--job-aids.html>. Because a global standard for cyber-secure online verification of EPL has not yet been established, only visual offline verification of EPL will be performed. The inspector must only view the EPL and must not scan or in any way manipulate the display or connect electronically to the mobile device displaying the EPL using any FAA-issued device or personal electronic device. Other questions regarding an EPL should be directed to the International Operations Branch (AFS-52).

ii. Multicrew Pilot License (MPL). States may issue the MPL to airmen acting as co-pilot of an aircraft required to be operated with a co-pilot. For further details, see ICAO Annex 1, section 2.5.

2) Pilot Age Policy. ICAO Annex 1, Chapter 2, Licences and Ratings for Pilots and Remote Pilots, paragraph 2.1.10 states: "A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot 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, their 65th birthday."

3) English Language Endorsement. ICAO Doc 9835, Manual on the Implementation of ICAO Language Proficiency Requirements, defines English language proficiency requirements for all pilots flying internationally. The FAA ASIs assigned ramp inspection duties on foreign aircraft flying into the United States are expected, as part of the ramp inspection, to verify the

pilot certificate/license does have the English language endorsement or to verify the country's posted means for mitigation are being met. Concerns or questions about a pilot's endorsement, lack of endorsement, or ability to speak at an appropriate level as defined in ICAO Doc 9835 should be submitted to AFS-50. FAA ASIs will not test foreign certificated airmen for English language proficiency skills.

Note: For those situations that require additional action regarding the crew certificates under Article 83 *bis* of the Convention on International Civil Aviation, see Volume 12, Chapter 3, Section 5.

4) ASIs should also request to examine the crewmember's professional equipment. Crewmember professional equipment includes any equipment that crewmembers are required to have, according to regulations or foreign air operator policies, either on their person or available during the flight (e.g., aeronautical charts, appropriate foreign air operator manuals, and operable flashlights). ASIs should determine whether the charts and manuals carried by crewmembers are current.

5) Ramp inspections must include at least an examination of the aircraft's registration, airworthiness certificate, and maintenance logbook.

6) For U.S.-registered aircraft, in order to meet the requirements of 14 CFR part 43 and 14 CFR § 129.14, the foreign air operator must make maintenance logbook entries and corrective actions in the English language.

b) Aircraft Cabin. ASIs should plan their ramp inspections so that they conduct any inspection of the aircraft's interior equipment and furnishings either before passengers enplane or after they deplane.

c) Aircraft Exterior.

d) Cargo.

e) General Observations.

10.12.6 Items Not To Be Inspected. Items not governed by 14 CFR or approved OpSpecs (such as training programs, cabin safety procedures, and non-U.S.-registered aircraft maintenance programs) must not be inspected, unless a specific written request has been made by either the foreign air operator or the State CAA of the foreign air operator, or when directed by the FAA.

10.12.7 Discrepancies. ASIs must immediately bring any discrepancies noted to the attention of appropriate personnel to allow the foreign air operator the opportunity to take corrective action without interrupting the flight schedule. Analyze each finding to determine what action, if any, should be taken. Safety-critical findings should be presented to the flightcrew or station manager as soon as practical. ASIs must notify the IFO responsible for OpSpecs with a list of any discrepancies found.

10.12.7.1 Reporting of Safety Concerns. If the findings discovered during the inspection put the safety of flight into question, then the flightcrew, station personnel, and foreign air operator must be immediately notified and the concern communicated. Ultimately, it is the foreign air operator's responsibility to assess the discrepancy(s) in accordance with its established company procedures and to either continue or discontinue the intended operation. In this situation:

- a) The ASI will immediately notify their supervisor, who will immediately notify their Regional Operations Center (ROC).
- b) The ASI will also immediately notify the IFO/PI with OpSpecs responsibility and provide them with a list of the findings.
- c) The IFO/PI with OpSpecs responsibility will notify the foreign air operator and the CAA of the State of the Operator.
- d) The IFO/PI with OpSpecs responsibility will take the appropriate action after notifying and consulting with their managers, the International Field Office Management Branch (AFS-54), and FAA Office of the Chief Counsel (AGC).
- e) ASIs and PIs should carefully review the standards of applicable ICAO Annexes when making a determination if a foreign aircraft is found to not meet ICAO standards.

10.12.8 Future Activities. Based on inspection findings, the responsible PIs will follow up, as necessary, to determine if closer surveillance, enforcement, other job tasks, and/or additional coordination with the State of the Operator of the aircraft is required to ensure appropriate corrective action of the identified deficiencies.

- a) Compliance, Administrative, and Enforcement Action. If regulatory noncompliance or other safety issues are identified, follow the process contained in Volume 12, Chapter 2, Sections 4 and 6 to determine the appropriate FAA action. Compliance, administrative, or enforcement action is the responsibility of the office/ASI that discovered the violation for any items contrary to 14 CFR or OpSpecs. The inspector responsible for compliance, administrative, or enforcement action will coordinate with the IFO responsible for oversight, as necessary.

10.13 DOCUMENTATION.

10.13.1 Complete the SAS AR Record.

a) The data reporting requirements for completing a foreign air operator aircraft ramp inspection using surveillance activity codes 1622, 3627, and 5627 have been revised. Section IV of the job aid (Figure 4-10A) indicates each area that the ASI should examine in the performance of 1622, 3627, and 5627 inspections.

- 1) For each discrepancy or finding, enter the appropriate primary area and keyword on the job aid.

2) If unable to enter all of the digits of a pilot certificate number in the “PIC Certificate Number” or “Other Airman Certificate Number” block of the SAS AR record, then enter the complete certificate number in the comment section of the SAS AR record. Use keyword “F645I” and add a comment that the full registration number does not fit.

3) If additional comment is necessary in a particular area for clarification, enter it using the appropriate primary area and keyword shown on the SAS AR record, using opinion code “I.”

4) If the ASI cannot evaluate a minimum inspection keyword, then the ASI must enter opinion code “I” into the “Assessment” block and a brief explanation of why it was not evaluated into the “Comment” field.

Note: Operations ASIs should focus on flight deck, crewmembers, cabin, and trip documents. Airworthiness ASIs should focus on exterior, cabin, and cargo areas. ASIs should not duplicate work or record duplicate entries.

b) The FAA office conducting the ramp inspection on an aircraft operating under 14 CFR part 375 will enter the following ramp inspection information into SAS AR:

1) In the “14 CFR” field, select “375”.

2) In the “Non-Cert.” field, enter the foreign air operator’s name.

i. Include the foreign air operator name listed on the foreign air operator’s Air Operator Certificate (AOC) if the foreign air operator holds an AOC; or

ii. If there is no AOC, include the foreign air operator’s name listed on the Department of Transportation (DOT) authorization.

3) If unable to record the complete registration number in the aircraft registration field, record it in the comment section of the SAS AR record.

c) For all findings requiring additional research, the ASI must contact the IFO responsible for OpSpec oversight and consult with the PI to resolve or clarify the findings. When the ASI has a finding with an opinion value of “U,” the ASI must contact the IFO/PI in charge of managing the OpSpecs, who will report the information to the CAA of the State of the Operator.

d) ASIs should enter all ramp inspections into SAS AR.

e) If the HSL requirement generates the inspection, select “HSL” in the “National Use” field in Section III of the SAS AR record.

f) Record the location of the inspection into the point of departure block (“Loc/Dep”) on the SAS AR record using the four-letter ICAO identifier code for the airport. Do not use the point of arrival block (“Loc/Arv”) for any reason. The location of the ramp inspection is the only information required.

g) It is necessary to backspace to remove the “N” to enter a foreign-registered aircraft. Enter the aircraft number as it appears on the registration certificate. If the registration number is longer than six characters, do the following:

1) Omit characters, beginning with the last character, until what is left fits in the field (ensuring that the country code is captured and preserved, noting that some country codes have as many as three characters); and

2) Put the entire registration number in the “Comment” field using “H1009I” as the comment code.

Figure 4-10A. Foreign Air Operator Ramp Inspection Job Aid

Note: This guidance is in accordance with ICAO Doc 8335.

SECTION I—TRANSMITTAL			
Inspector Name Code:			
Record ID:	Activity Number 1622/3627/5627	If 14 CFR Part 129 or Part 375 foreign air operator	
Start Date:	Status (POC) :	Call up Date:	
Designator:	Results (A E F I, S, T, X) :	Closed Date:	
A. Flight number	Location: Loc/Dep: Where the inspection was completed.	M/M/S and serial number:	
SECTION II—AS REQUIRED		Pilot's name/certificate number	
SECTION III—AS REQUIRED		National use: If 14 CFR Part 375 foreign air operator —note here. HSL if on the Heightened Surveillance List.	
SECTION IV—COMMENTS (UNLIMITED)			
Primary Area	Keyword	Opinion Code (I, P, U)	Title 14 CFR Part 129 foreign air operator, ICAO Article 16. Inspection of foreign air operators engaged in common carriage, while at airport locations within the United States or its territories. Satisfactory comments are not required, but discrepancies must be documented into the AR in accordance with this order's instructions.
			A. Flight Deck and Crew Members
H	602		A 1. General condition <i>Instructions:</i> Check cleanliness, tidiness and general condition. <i>References:</i> Nil.
H	604		A 2. Emergency exit <i>Instructions:</i> Check whether in compliance with ICAO SARPs. <i>References:</i> Annex 8, Part IIIA, or Part IVA, 4.1.7 — Emergency landing provisions.

H	606		<p>A 3. Equipment <i>Instructions:</i> Check for the presence of the following equipment where required: Two sensitive pressure altimeters with counter drum pointer or equivalent presentation (instrument flight rules (IFR) operations); Airborne Collision Avoidance System (ACAS); Cockpit voice recorder (CVR) and flight data recorder (FDR); emergency locator transmitter (ELT); Ground proximity warning system (GPWS); and where a flight management computer (FMC) is provided — valid database. <i>References:</i> Altimeters — Annex 6, Part I, 6.9.1 c). ACAS II — Annex 6, Part I, 6.18. CVR and FDR — Annex 6, Part I, 6.3; and Part III, Section II, 4.3. GPWS — Annex 6, Part I, 6.15. ELT — Annex 6, Part I, 6.17; and Part III, Section II, 4.7. Database — Annex 6, Part I, 7.5.2.</p>
H	608		<p>A 4. Manuals All required manuals <i>Instructions:</i> Check for presence. Check whether manuals are up to date and accepted or approved as required. Aircraft flight manual data may be included in the operations manual, which may itself be in several parts, some of which are dealt with in A 5, 6 and 7 below. <i>References:</i> Flight Manual — Annex 6, Part I, 6.2.3, 11.1; and Part III, Section II, 4.2.3, 9.1. Operations Manual — Annex 6, Part I, 4.2.3, 6.2.3, and Appendix 2; and Part III, Section II, 2.2.3 and 4.2.3. Aircraft operating manual — Annex 6, Part I, 6.1.4, and Appendix 2, 2.2; and Part III, Section II, 4.1.4.</p>
H	605		<p>A 5. Checklists <i>Instructions:</i> Confirm checklists are available and up to date. Check whether their content is in compliance with the requirement. Normal, non-normal, and emergency checklists are sometimes combined in a Quick Reference Handbook. Check the availability of an aircraft search procedure checklist; and Confirm availability of the checklist of emergency and safety equipment. <i>References:</i> Flight crew checklists — Annex 6, Part I, 4.2.6, 6.1.4, and Appendix 2, 2.2.2; and Part III, Section II, 2.2.6 and 4.1.4. Aircraft search procedure checklist — Annex 6, Part I, 13.3; and Part III, Section II, 11.1. Checklist of emergency and safety equipment — Annex 6, Part I, Appendix 2, 2.2.10.</p>
H	610		<p>A 6. Route Guide <i>Instructions:</i> Check whether a route guide, including charts, is available, suitable, and up to date. <i>References:</i> Annex 6, Part I, 6.2.3, and Appendix 2, 2.3.1; and Part III, Section II, 4.2.3.</p>
H	607		<p>A 7. MEL <i>Instructions:</i> Check whether the MEL is available, up to date, and approved. <i>References:</i> Annex 6, Part I, 6.1.3, Appendix 2, 2.2.9, and Attachment C; and Part III,</p>

			Section II, 4.1.3, Attachment B.
H	646		<p>A 8. Documents required to be carried on board</p> <p>a) Certificate of registration <i>Instructions:</i> Check for presence and accuracy and format. <i>References:</i> Convention on International Civil Aviation (Doc 7300), Article 29; and Annex 7, Section 8.</p>
	652		
	647		<p>b) Identification plate <i>Instructions:</i> Check presence and location. Reference: Annex 7, Section 9.</p>
	648		<p>c) Certificate of Airworthiness <i>Instructions:</i> Check that the Certificate of Airworthiness of the aircraft is on board and valid. <i>References:</i> Convention on International Civil Aviation (Doc 7300), Articles 29 and 31; Annex 8, Part II, Chapter 3.</p>
	649		<p>d) Crew member licences <i>Instructions:</i> Check validity of: date; type rating; instrument rating; competency check; language proficiency endorsement; medical assessment; and format (see also item E 3 below). <i>References:</i> Convention on International Civil Aviation (Doc 7300), Article 29; Annex 1, 1.2.1, 1.2.5.1, 1.2.9, 2.1.3, 2.1.7 and Chapter 5; Annex 6, Part I, 9.4.4; and Part III, Section II, 7.4.1.</p>
	650		<p>e) Journey log book or technical log and voyage report <i>Instructions:</i> Check whether entries are up to date, validity of maintenance release. Check number of deferred defects (specify in the report where necessary). Check that defect deferrals include time limits and comply with the stated time limits. Where applicable, check compliance with the aircraft MEL. <i>References:</i> Convention on International Civil Aviation (Doc 7300), Article 29; Annex 6, Part I, 4.3.1 and 11.4; and Part III, Section II, 2.3.1 and 9.4.</p>
	651		<p>f) Radio station licence <i>Instructions:</i> Check whether available and up to date. <i>References:</i> Convention on International Civil Aviation (Doc 7300), Articles 29 and 30; Annex 6, Part I, 7.1; and Part III, Section II, 5.1.</p>
	621		<p>g) Noise certification document or statement, where applicable <i>Instructions:</i> Check whether available and valid. <i>References:</i> Annex 6, Part I, 6.13; Part III, Section II, 4.11; and Annex 16, Volume I, Parts I and II.</p> <p>h) AOC (certified true copy) and operations specifications (OpSpecs) (copy) <i>Instructions:</i> Check whether available, applicable and valid. <i>References:</i> Annex 6, Part I, 4.2.1, 6.1.2, Appendices 5 and 6 and Attachment B; and</p>

			Part III, Section II, 2.2.1, 4.1.2, Appendices 1 and 3 and Attachment C.
H	612		<p>A 9. Operational flight plan <i>Instructions:</i> Check for presence, accuracy and signature(s), and for adequate fuel and oil reserve planning and supply on board. Check for presence of ATS flight plan. <i>References:</i> Annex 6, Part I, 4.3.3, and Appendix 2, 2.1.16; and Part III, Section II, 2.3.3.</p>
H	613		<p>A 10. Mass and balance sheet <i>Instructions:</i> Check for presence of load sheet and accuracy. <i>References:</i> Annex 6, Part I, 4.3.1, and Appendix 2, 2.1.14; and Part III, Section II, 2.3.1.</p>
H	625		<p>A 11. Aircraft performance limitations using current route, airport obstacles and runway analysis data <i>Instructions:</i> Check for availability of aircraft performance information including limitations and runway performance analysis based on current airport data. <i>References:</i> Annex 6, Part I, 5.1, 5.2, 5.3, and Attachment C; and Part III, Section II, 3.1, 3.2, 3.3, and Attachment A.</p>
H	614		<p>A 12. Cargo manifest and, if applicable, passenger manifest <i>Instructions:</i> Check for availability of completed cargo manifest and, if required, passenger manifest. <i>References:</i> Annex 9, 2.12, 2.13, 4.12, and Appendices 2 and 3.</p>
H	615		<p>A 13. Preflight inspection <i>Instructions:</i> Check for presence of preflight inspection or preparation forms. <i>References:</i> Annex 6, Part I, 4.3.1; and Part III, Section II, 2.3.1.</p>
H	616		<p>A 14. Weather reports and forecasts <i>Instructions:</i> Check for availability of weather reports and forecasts adequate for the flight. <i>References:</i> Annex 6, Part I, 4.3.5.2; and Part III, Section II, 2.3.5.2.</p>
H	618		<p>A 15. Notices to Airmen (NOTAM) <i>Instructions:</i> Check for availability of NOTAMs for the route of flight. <i>References:</i> Annex 15, Section 1.1—Definitions; and Chapter 5.</p>
H	620		<p>A 16. Portable fire extinguishers <i>Instructions:</i> Check for presence, number, condition, and expiry date. <i>References:</i> Annex 6, Part I, 6.2.2 b); and Part III, Section II, 4.2.2 b).</p>
H	623		<p>A 17. Life jackets/flotation devices <i>Instructions:</i> Check for presence, condition and, where applicable, expiry date. <i>References:</i> Annex 6, Part I, 6.5; and Part III, Section II, 4.3.</p>
H	624		<p>A 18. Safety harness <i>Instructions:</i> Check for presence, condition and quantity.</p>

			<p><i>References:</i> Annex 6, Part I, 6.2.2; and Part III, Section II, 4.2.2.</p>
H	644		<p>A 19. Oxygen equipment <i>Instructions:</i> Check for presence, quantity and condition. <i>References:</i> Annex 6, Part I, 4.3.8; and Part III, Section II, 2.3.8.</p>
H	645		<p>A 20. Emergency flashlight <i>Instructions:</i> Check for appropriate quantities of emergency flashlight. Check their condition if possible. <i>References:</i> Annex 6, Part I, 6.10; and Part III, Section II, 4.4.2.</p>
			B. Cabin Safety
H	653		<p>B 1. General condition <i>Instructions:</i> Check for cleanliness, tidiness and general condition. <i>References:</i> Annex 8, Part III, 8.3.</p>
H	654		<p>B 2. Cabin crew seats and safety harness <i>Instructions:</i> Check for presence and compliance with the requirement. <i>References:</i> Annex 6, Part I, 6.16; and Part III, Section II, 4.12.</p>
H	655		<p>B 3. First aid kit/emergency medical kit <i>Instructions:</i> Check for presence, condition, location and expiry date if available. <i>References:</i> Annex 6, Part I, 6.2.2; and Part III, Section II, 4.2.2.</p>
H	656		<p>B 4. Portable fire extinguishers <i>Instructions:</i> Check for presence, number, condition and expiry date if available. <i>References:</i> Annex 6, Part I, 6.2.2; and Part III, Section II, 4.2.2.</p>
H	657		<p>B 5. Life jackets/flotation devices <i>Instructions:</i> Check for presence, condition and expiry date as applicable. <i>References:</i> Annex 6, Part I, 6.5; and Part III, Section II, 4.5.</p>
H	658		<p>B 6. Seat belts <i>Instructions:</i> Check for presence and condition. <i>References:</i> Annex 6, Part I, 6.2.2; and Part III, Section II, 4.2.2.</p>
H	659		<p>B 7. Emergency exit lighting and marking, emergency flashlights <i>Instructions:</i> Check for presence of emergency exit signs, lighting and marking, and emergency flashlights (one per cabin crew member). Where possible, check condition of floor path lighting/marking and of flashlights. <i>References:</i> Annex 6, Part I, 6.10; Part III, Section II, 4.4.2; and Annex 8, Part IIIA, 4.1.7.3, and Part IIIB, D.6.3.</p>

H	660		<p>B 8. Slides/life rafts and pyrotechnical distress signalling devices (as required) <i>Instructions:</i> Check bottle gauge, slide bar and slide expiry date. Check presence of life raft, when required. <i>References:</i> Annex 6, Part I, 6.5 and 6.6; Part III, Section II, 4.5 and 4.6; Annex 8, Part IIIA, 4.1.7 (and Part IIIB, D.6.2 to D.6.3).</p>
H	661		<p>B 9. Oxygen supply — cabin crew and passengers <i>Instructions:</i> Check for presence and condition where applicable. <i>References:</i> Annex 6, Part I, 4.3.9 and 6.7; and Part III, Section II, 2.3.8 and 4.8, and Section III, 2.10 and 4.5.</p>
H	662		<p>B 10. Emergency briefing cards <i>Instructions:</i> Check for presence and accuracy. <i>References:</i> Annex 6, Part I, 4.2.12.1 and 6.2.2 d); and Part III, Section II, 2.2.11, 4.2.2, and Section III, 2.3.</p>
F	663		<p>B 11. Cabin crew members <i>Instructions:</i> Check that the number of cabin crew is appropriate. Check whenever possible that the location of cabin crew members allows to effect a safe and expeditious evacuation of the aircraft. <i>References:</i> Annex 6, Part I, 12.1; and Part III, Section II, 10.1.</p>
H	664		<p>B 12. Access to emergency exits <i>Instructions:</i> Check that appropriate access to emergency exits is provided and that it is not impeded. <i>References:</i> Annex 8, Part IIIA, 4.1.7; and Part IIIB, D.8.4 and D.8.5.</p>
H	665		<p>B 13. Safety of cabin baggage <i>Instructions:</i> Check that the crew and the passengers do not carry oversized hand baggage for the stowage capacity of the aircraft. Check proper stowage of cabin baggage. <i>References:</i> Annex 6, Part I, 4.8; and Part III, Section II, 2.7.</p>
H	666		<p>B 14. Seating capacity <i>Instructions:</i> Check that the number of persons boarding does not exceed the number permitted (number of seats normally, except specific circumstances). <i>References:</i> Annex 6, Part I, 6.2.2; and Part III, Section II, 4.2.2.</p>
H	667		<p>B 15. Security of the flight crew compartment door (if applicable) <i>Instructions:</i> Check that the flight crew compartment door, if provided, is lockable. Where applicable, check that the flight crew compartment door is penetration resistant. <i>References:</i> Annex 6, Part I, 13.2.</p>
			C. Aircraft External Condition

H	668		<p>C 1. General external condition <i>Instructions:</i> Check general condition of the airframe: apparent corrosion; cleanliness; presence of ice, snow, frost; legibility of markings, etc. <i>References:</i> For markings: Annex 7, sections 3, 4, and 5.</p>
H	669		<p>C 2. Doors and hatches <i>Instructions:</i> Check for passenger and cargo door condition, external markings, seals, operating instructions, and condition of hatches. <i>References:</i> Nil.</p>
H	670		<p>C 3. Wings and tail <i>Instructions:</i> Check wings, vertical and horizontal stabilizers, including all flight control surfaces. Check for obvious damage, corrosion, disbonding, evidence of lightning strikes, dents, looseness of fittings, missing static discharges, etc. <i>References:</i> Nil.</p>
H	671		<p>C 4. Wheels, brakes and tires <i>Instructions:</i> Inspect for damage, wear, and signs of underinflated tires. <i>References:</i> Nil.</p>
H	672		<p>C 5. Undercarriage <i>Instructions:</i> Visual inspection. Focus on lubrication, leakage and corrosion, and wear on door fittings and hinges. <i>References:</i> Nil.</p>
H	673		<p>C 6. Wheel well <i>Instructions:</i> Visual inspection. Focus on cleanliness, leakage, and corrosion. <i>References:</i> Nil.</p>
H	674		<p>C 7. Intake and exhaust nozzle <i>Instructions:</i> Visual inspection. Focus on damage, cracking, dents and loose/missing fasteners (intake) and low-pressure turbine blades (where visible), obvious damage to sensors, jet pipe nozzle, exhaust, thrust reversers, etc. <i>References:</i> Nil.</p>
H	675		<p>C 8. Fan blades (if applicable) <i>Instructions:</i> Visual inspection. Check for foreign object damage, cracks, cuts, corrosion, erosion, etc. <i>References:</i> Nil.</p>
H	676		<p>C 9. Propellers (if applicable) <i>Instructions:</i> Visual inspection. Check for corrosion, looseness of blades in hub, erosion, stone damage, anti/deicing system, etc. <i>References:</i> Nil.</p>

H	677		<p>C 10. Previous structural repairs <i>Instructions:</i> Visual inspection. Note any previous repairs, check condition, and verify compliance to standard practices. <i>References:</i> Nil.</p>
H	678		<p>C 11. Obvious damage <i>Instructions:</i> Visual inspection. Note unassessed and unrecorded damage including corrosion, lightning strike damage, and bird strikes, etc. <i>References:</i> Annex 8, Part II, 3.6.</p>
H	679		<p>C 12. Leakage <i>Instructions:</i> Visual inspection: fuel, oil, hydraulic leaks. Inspect for toilet leaks at service locations. <i>References:</i> Nil.</p>
			D. Cargo
H	680		<p>D 1. General condition of cargo compartment and containers <i>Instructions:</i> Check for cleanliness and general condition of cargo compartment and containers. Check damage to compartment liners, condition of fire protection, and detection and extinguishing system, if appropriate. Check condition of container locking devices. <i>References:</i> Nil.</p>
H	641		<p>D 2. Dangerous goods <i>Instructions:</i> If dangerous goods are on board, check that the pilot has received appropriate notification. Check that the operations manual includes relevant information as required by Annex 18. <i>References:</i> Annex 6, Part I, Appendix 2, 2.1.35; and Annex 18, 9.1 and 9.2.</p>
H	681		<p>D 3. Safety of cargo on board <i>Instructions:</i> Check that loads are properly distributed and safely secured. <i>References:</i> Annex 6, Part I, 4.3.1, and Part III, Section II, 2.3.1.</p>
			E. General
H	699		<p>E 1. Additional remarks <i>Instructions:</i> Record and report any items of significant nature that may be observed which are not covered by this guidance. <i>References:</i> Nil.</p>
H	682		<p>E 2. Refuelling <i>Instructions:</i> Check that the procedures relating to refuelling with passengers on board are complied with. <i>References:</i> Annex 6, Part I, 4.3.7; and Part III, Section II, 2.3.7.</p>
H	683		Reserved/Inactive

A	799		E 4. Air Carrier Operations <i>Instructions:</i> Discrepancies associated with operator systems (e.g., methods, procedures, training, etc.). Use comment free form.
F	899		E 5. Air Carrier Airworthiness <i>Instructions:</i> Discrepancies associated with operator systems (e.g., methods, procedures, training, etc.). Use comment free form.