



CHAPTER 5

Ramp Inspections

1.0 PURPOSE

The primary objective of a ramp inspection is to provide inspectors with the opportunity to evaluate an aircraft while the crewmembers and aircraft are on the ground. A ramp inspection is an effective method for evaluating an operator's ability to prepare both the aircraft and crew for a flight to be conducted. Also, when a ramp inspection is conducted after the completion of a flight, it is an effective method for determining whether the aircraft and crew were adequately prepared for the flight, as well as for evaluating the operator's post-flight and/or turnaround procedures and crewmember and ground personnel compliance with these procedures. Ramp inspections allow inspectors to observe and evaluate the routine methods and procedures used by an operator's personnel during the period immediately before or after a flight, to determine compliance with regulations and safe operating practices.

2.0 REFERENCE

- 2.1 Regulation [9.1.1.10](#) of the Nigeria Civil Aviation Regulation.
- 2.2 Regulations [8.2.1.8](#), [8.5.1.11](#) and [8.5.1.14](#) of the Nigeria Civil Aviation Regulation.
- 2.3 Ramp Inspection Checklist [CL:O-AWS001A](#), [CL:O-OPS001](#), [CL:O-OPS001A](#), [CL:O-OPS040](#)

3.0 GUIDANCE AND PROCEDURES

3.1 General

- 3.1.1 This Chapter provides guidance for sampling the quality of maintenance and the degree of compliance with the operators' procedures on in-service aircraft
- 3.1.2 Inspector Training. It is important that Aviation Safety Inspectors become familiar with the type of aircraft to be inspected before performing the inspection. This can be accomplished by on-the-job training
- 3.1.3 Generally many aircraft have less than one hour ground time. To ensure that the inspection is performed adequately, the Authority recommends that two inspectors perform this task in exterior and interior phases
- 3.1.4 Airworthiness and Flight Operations inspectors possess various degrees and types of expertise and experience. An Inspector who needs additional information or guidance on a given subject should coordinate with personnel experienced in that particular specialty.



- 3.1.5 Proper use of identification credentials, checkpoint procedures, and resolution of misunderstandings with airlines, airports and other government agencies are crucial for the creation of an environment where Inspectors can conduct effective inspections and surveillance.

3.2 Initiation and Planning

The ramp inspection provides the Airworthiness and Operations Inspector with an opportunity to ensure that the compliance dates and requirements of new Airworthiness Directives (AD) and regulatory revisions have been met. ADs, Service Difficulty Report Summaries and Maintenance/Airworthiness Bulletins, should be reviewed, when available

3.3 Maintenance Records

- 3.3.1 Regulations require maintenance to be recorded whenever it is performed prior to an approval for return to service. These recording requirements should be met, including the specific instructions on when an airworthiness release or appropriate maintenance log entry is required.
- 3.3.2 Air Operators Certificate (AOC) holders must either correct or defer all mechanical discrepancies entered in the maintenance log using the methods identified in their maintenance control manual. Some AOC's may include these procedures in a separate maintenance control manual.
- 3.3.3 Owners of aircraft not used for commercial purposes must have an inspection program or a continuous maintenance program acceptable to the Authority.
- 3.3.4 The Minimum Equipment List (MEL) has certain procedures and conditions that AOC holders and non-Commercial operators must meet prior to deferring the item(s).
- 3.3.5 These procedures are identified by O, II M, II and O/II and are normally contained in the operators Authority approved MEL. Sometimes the MEL references these procedures to another document.
- 3.3.6 When reviewing the records for MEL compliance, the Aviation Safety Inspector must determine what procedures are required for deferral and ensure that these procedures are accomplished.
- 3.3.7 The ASI must ensure that all applicable repetitive MEL procedures are accomplished for those items that are deferred and are continuing to be deferred through the station. These repetitive maintenance procedures must be signed off in the maintenance log as evidence that the procedures were accomplished

3.4 Deferred Maintenance

Minimum Equipment List—Deferred Maintenance. The operator's Authority approved MEL allows the operator to continue a flight or series of flights with certain inoperative equipment. The continued operation must meet the requirements of the MEL deferral classification and the requirements for the equipment loss.



3.5 Other Deferred Maintenance

- 3.5.1 Operators frequently use a system to monitor items that have been inspected and found within serviceable limits. These items are still airworthy, yet warrant repair at a later time or when items no longer meet serviceable limits. This method of deferral may require repetitive inspections to ensure continuing airworthiness of the items. Examples of items that are commonly deferred in this manner are fuel leak classifications, dent limitations, and temporary (airworthy) repairs. Not all non commercial programs have this capability.
- 3.5.2 Passenger convenience item (not safety/airworthiness related) deferrals should be handled In Accordance With the operator's program.
- 3.5.3 Prompt Repairs. The maintenance program approved for an operator must provide for prompt and Chapterly repairs of inoperative items, this is commonly referred to as a MEL management program.

3.6 Cabin Inspection

- 3.6.1 This inspection should be conducted immediately, when possible, without disturbing the loading and unloading of passengers. The inspection can be performed when some passengers are onboard during through-flights, but Inspector must exercise good judgment by inspecting areas away from the passengers.
- 3.6.2 Bring any discrepancy to the attention of the flight crew member or appropriate maintenance personnel immediately.

3.7 Cargo/Passenger Combination Configured Aircraft

- 3.7.1 Structural Damage. Inspection results have disclosed instances of significant aircraft structural damage resulting from careless loading of cargo, such as:
- a) Torn or punctured liners, indicating hidden damage to circumferential tringers, fuselage skin, and bulkheads
 - b) Damaged rollers, ball mats, etc., causing significant structural damage to the floors
 - c) Corrosion and structural damage caused by improper handling of some hazardous materials
- 3.7.2 Cargo Containers, Pallets, and Netting. As part of their normal surveillance, Inspectors should ensure that adequate procedures are in place in the operator's manual to ensure that cargo restraint equipment conform to proper standards and are in condition to perform their intended function.
- 3.7.3 If maintenance is required on any of the type certificate (TC) or supplemental type certificate cargo containers or restraint devices, must be accomplished in accordance with appropriate regulations.



3.8 Ramp Inspection Areas

- 3.8.1 There are five general inspection areas that can be observed and evaluated during ramp inspections. These inspection areas are as follows:
- a) Crewmember
 - b) Line station operations
 - c) Aircraft
 - d) Servicing and maintenance
 - e) Ramp and gate condition and activity
- 3.8.2 The crewmemberll inspection area refers to the evaluation of crewmember preparation for flight and compliance with post flight procedures. This area includes evaluations of crewmember manuals and any required flight equipment, flight crew member duty time, flight crew member licenses and medical certificates, crewmember disposition of trip paperwork, and other items that relate to crewmember responsibilities.
- 3.8.3 The line station operationsll inspection area refers to the various methods and procedures used by the operator to support the flight, such as distribution of dispatch, flight release, and flight locating paperwork; distribution of weather reports, Pilot Report (PIREPs) and other flight planning material; passenger handling; boarding procedures; an carry-on baggage screening.
- 3.8.4 The aircraftll inspection area refers to the aircraft's general airworthiness, logbook entries, MEL compliance, carryovers, and required items of emergency and cabin safety equipment.
- 3.8.5 The servicing and maintenancel inspection area applies to any ongoing maintenance and servicing, such as fuelling, de-icing, or catering. This area is usually evaluated in detail by airworthiness inspectors when performing their ramp inspections. Operations inspectors should, however, observe this area and comment on obvious deficiencies for airworthiness inspector follow-up.
- 3.8.6 The ramp and gate condition and activityll inspection area refers to taxi and marshalling operations, ramp or parking area surfaces, any apparent contamination or debris, vehicle operations, and the condition and use of support equipment.

4.0 RAMP INSPECTION PRACTICES AND PROCEDURES

- 4.1 Ramp inspections may be conducted before a particular flight, at enroute stops, or at the termination of a flight. A ramp inspection may be conducted any time an aircraft is at a gate or a fixed ramp location, provided the inspection is conducted when the crew and ground personnel are performing the necessary preparations for a flight or when they are performing post flight tasks and procedures.
- 4.2 The operator does not have to be given advance notice that a ramp inspection is going to be conducted. Inspectors must, however, conduct inspections in a manner that does not unnecessarily delay crewmembers and/or ground personnel in the performance of their duties. The following areas of conduct should be observed by inspectors during ramp inspection activities:



- 4.2.1 Inspectors should not interrupt crew or ground personnel when they are performing a particular phase of their duties.
- 4.2.2 When inspection activities require inspectors to interact directly with the crew or ground personnel, the activities should be timed to be accomplished when the crew or ground personnel are waiting to begin another phase of their duties or after they have completed one phase of their duties and before they begin another phase.
- 4.2.3 Inspection activities must be timed so that they do not delay or interfere with passenger enplaning or deplaning.
- 4.2.4 Inspection activities should not adversely impede aircraft servicing or catering.
- 4.2.5 Because of the wide range of inspection areas involved, ramp inspections are usually limited in scope. There are many preparatory or post flight actions that occur simultaneously and one inspector cannot physically observe all of these actions for a particular flight. As a result, the inspector should vary the areas of emphasis for an inspection. For example, on one ramp inspection the inspector may decide to observe and evaluate the Pilot In Command (PIC) accomplishing flight planning and the operator's methods for providing the flight crew member with appropriate flight planning support. On another ramp inspection, the inspector may decide to observe the First Officer (FO) accomplish the aircraft exterior pre-flight and then evaluate the aircraft's interior equipment and furnishings. As an example of a ramp inspection conducted at the termination of a flight, the inspector may decide to inspect the aircraft's interior equipment, furnishings, and aircraft logbooks, and then evaluate the trip paperwork turned in by the crew. In this example, the inspector may not have an opportunity to interact directly with the crew; therefore, the crewmember inspection area would not be accomplished. Inspectors should vary both the sequence and the emphasis of the inspection areas during a ramp inspection. Inspectors should describe in their reports how the inspection was limited in scope.
- 4.2.6 Inspectors should use the Ramp Inspection Checklist when conducting ramp inspections. This checklist contains a listing of items (reminders!!) that should be observed and evaluated by the inspector during the inspection. There may be items evaluated during a ramp inspection that are not listed on the checklist. In such cases, the findings should be noted in the inspector's comments.

5.0 SPECIFIC RAMP INSPECTION PRACTICES AND PROCEDURES

- 5.1 **Crew member Inspection Area:** When an inspector makes direct contact with a crewmember, the inspector should provide an official but courteous introduction, offer appropriate identification for the crewmember to inspect, and inform the crewmember that a ramp inspection is being conducted. If the direct contact is with a flight crewmember, the inspector should request to see the crewmember's licences and medical certificates. The inspector should review the certificates to see that they meet the appropriate requirements for both the duty position and for the aircraft for the flight to be conducted or that was just terminated. When the direct contact is with flight crewmembers or cabin crew, the inspector should also request to examine the crewmember's professional equipment. Crewmember professional equipment includes any equipment that crewmembers are required to have according to regulation or operator



policies, either on their person or that which will be available during the flight. Examples of professional equipment include aeronautical charts, appropriate operator manuals, and operable flashlights. Inspectors should determine whether the charts and manuals carried by crewmembers are current. The following is a list of other items and activities that, depending on the scope of the ramp inspection, should be observed and evaluated:

- 5.1.1 Flight crew flight-planning activities, such as review of weather, flight plans, anticipated takeoff weight and performance data, flight control requirements (dispatch, flight release, flight-locating, ATC flight plans)
- 5.1.2 Flight crew aircraft pre-flight activities, such as exterior walk around, logbook reviews, and cockpit setup procedures, including stowage of flight crew baggage and professional equipment
- 5.1.3 Flight attendant inspection of cabin emergency equipment and cabin setup procedures, including stowage of flight attendant baggage and professional equipment
- 5.1.4 Flight crew and flight attendant post flight logbook entries and proper use of MELs and placards
- 5.1.5 Completed trip paperwork and the appropriate disposition of such paperwork

5.2 Line Station Operations Area: This area of a ramp inspection usually involves a facility (or designated area of a facility) including related ground personnel, and is commonly referred to as line station operations. Line station operations include a designated location where crewmembers go to review and pick up required flight paperwork or to deposit flight reports, to send or receive communications with the operator's flight control system, and to join up with other crewmembers assigned to the flight. Line station operations also include gates and ramp areas where passengers and cargo are embarking and disembarking. The following is a list of items and activities that, depending on the scope of the inspection, should be observed and evaluated in this inspection area:

- 5.2.1 Preflight and post flight trip paperwork, such as load manifests, flight plans, weather reports and forecasts, NOTAMs, dispatch or flight release messages and operator bulletins
- 5.2.2 Methods used by the operator to comply with MEL and CDL requirements, particularly the preflight information provided to the crew;
- 5.2.3 Adequacy of facility with respect to crewmember and ground personnel use for completing pre-flight and post flight responsibilities, including work areas and administrative support (such as forms, charts, and copy machines when required by company procedures);
- 5.2.4 Usability and currency of operator manuals and aircraft performance information maintained at the line station operations area for crew and ground personnel use;
- 5.2.5 Company communication capabilities and procedures;
- 5.2.6 Passenger embarking and disembarking including public protection procedures and carry-on



baggage screening;

5.3.7 Cargo and baggage loading and stowage procedures and unloading procedures.

5.3 Aircraft Inspection Area: Ramp inspections must include at least an examination of the aircraft's registration, airworthiness certificate, and maintenance logbook. Inspectors should plan their ramp inspection activities so that any inspection of the aircraft's interior equipment and furnishings would be conducted either before passengers are embarking or after they have disembarked. The following is a list of items that should be observed in this inspection area:

5.3.1 Aircraft registration and airworthiness certificates;

5.3.2 Aircraft and cabin log books (or equivalent) (open discrepancies, deferred items, and cabin equipment items needing repair or replacement)

5.3.3 Appropriate placarding

5.3.4 Fire extinguishers (correct types, numbers and locations; properly serviced, safe tied, tagged, and stowed)

5.3.5 Portable oxygen bottles (correct numbers and locations; properly serviced, tagged, and stowed; condition of mask, tubing, and connectors)

5.3.6 Protective breathing equipment (properly located, stowed, and sealed)

5.3.7 First aid kits and emergency medical kits (correct numbers and locations; properly sealed, tagged, and stowed)

5.3.8 Megaphones (correct numbers and locations; in operable condition, and properly stowed)

5.3.9 Crash axe (properly located and stowed)

5.3.10 Passenger briefing cards (one at each seat position; appropriate to aircraft; required information including emergency exit operation, slides, oxygen use, seatbelt use, brace positions, flotation devices; appropriate pictorials for extended over water operations, including ditching exits, life vest, and life or slide raft in-flight location)

5.3.11 Passenger seats (not blocking emergency exits; TSO label on flotation cushions; cushion intact; latching mechanism on tray tables; armrests have self-contained and removable ashtrays; seatbelts properly installed, operational, and not frayed or twisted)

5.3.12 Passenger oxygen service units (closed and latched with no extended red service indicators or pins)

5.3.13 Cabin Crew stations (operable seat retraction and restraint systems; properly secured; harnesses not frayed or twisted; seat cushions intact; headrests in correct position; PA system and interphone)



- 5.3.14 Galleys (latching mechanisms - primary and secondary; tie-downs; condition of restraints; padding; proper fit of cover and lining of trash receptacles; hot liquid restraint systems; accessibility and identification of circuit breakers and water shut-off valves; non-skid floor; girt bar corroded or blocked by debris; clean stationary cart tie-downs (mushrooms); galley carts in good condition and properly stowed; lower lobe galley emergency cabin floor exits passable and not blocked by carpeting, if applicable)
- 5.3.15 Galley personnel lift, if applicable (no movement up or down with doors open; safety interlock system; proper operation of activation switches)
- 5.3.16 Lavatories (smoke alarms; no-smoking placards; ashtrays; proper fit of cover and lining of trash receptacles; automatic fire extinguisher systems)
- 5.3.17 Stowage compartments (weight restriction placards; restraints and latching mechanisms; compliance with stowage requirements; accessibility to emergency equipment; carry-on baggage provisions)
- 5.3.18 Required placards and signs (seatbelt, flotation equipment placards at seats; emergency/safety equipment placards; weight restriction placards; no-smoking/seatbelt signs; no-smoking placards; exit signs and placards, including door opening instructions)
- 5.3.19 Emergency lighting system (operation independent of main system; floor proximity escape path system; controllability from cockpit)
- 5.3.20 Exits (general condition; door seals; girt bars and brackets; handle mechanisms; signs; placards; slide or slide raft connections and pressure indications; lights and switches)
- 5.3.21 Main landing gear viewing ports, if applicable (cleanliness and usability)
- 5.4 Servicing and Maintenance Inspection Area:** The servicing and maintenance of the aircraft may be observed at any time during the ramp inspection. The following is a list of some areas that may be observed and evaluated in this inspection area:
- 5.4.1 Fuelling procedures (ground wires in place; fuel slip properly completed; fueller trained in the operator's specific procedures)
- 5.4.2 Routine maintenance (qualifications of mechanics, repairmen or service agents; appropriate logbook entries)
- 5.4.3 De-icing procedures (compliance with company procedures; proper glycol/water ratios and temperatures; avoidance of engine/APU inlets; removal of all snow and ice; trailing and leading edges free of snow and ice and covered completely with de-icing fluid)
- 5.4.4 Correct procedures used by service contractors (caterers; cleaners; lavatory and water servicing personnel; correct use of switches and controls)

5.4.5 Vehicle operation near aircraft (general condition and proper servicing of vehicles and equipment)

5.5 Ramp and Gate Condition and Activity Inspection Area: During ramp inspections, inspectors should observe and evaluate the ramp and gate surface condition as well as any support activities being conducted during an inspection. Inspectors should observe vehicular operations on the ramp and around gate areas and other aircraft operations during marshalling, taxiing, or towing operations. Inspectors should report any condition that appears to be unsafe or could potentially be unsafe. The following is a list of some items that should be observed and evaluated in this inspection area:

5.5.1 Ramp, apron, and taxiway surfaces (general condition; cracks; holes; uneven surfaces)

5.5.2 Contamination debris (FOD; fuel, oil, or hydraulic spills; snow and ice accumulations; taxi lines; gate markings; signs; signals)

5.5.3 Construction (appropriate barriers; signs; markings; flags)

5.5.4 Vehicular operations (conducted safely around aircraft and gate areas by qualified personnel)

5.6 Performing the Ramp Inspection

5.6.1 This inspection must be accomplished without interfering with the turnaround of the aircraft. The following list includes some of the activities that could cause a delay in the turnaround time if interfered with:

- a) Embarking and disembarking of passengers
- b) Servicing
- c) Fueling
- d) Maintenance
- e) Baggage handling
- f) Any other operator activity

5.6.2 The Inspector must immediately bring any discrepancies noted to the attention of appropriate personnel, to allow the operator the opportunity to take corrective action (technical logbook entry).. The Inspector must verify that all corrective actions taken were in accordance with the requirements of the operator's maintenance control manual.

6.0 RAMP INSPECTION GUIDE

6.1 General

The following general guidelines are used for performing interior and exterior inspections. These guidelines are to be utilized when time permits and must be adapted to the type aircraft being inspected. This requires a basic knowledge and familiarity of the type operation being inspected. These guidelines are not intended to be tasks unto themselves, but should be used as additional guidance while performing ramp inspections.



6.2 Interior Inspection Guidelines

- 6.2.1 Examine airworthiness and registration certificates. Ensure the following:
- Airworthiness and registration certificates are current and valid
 - Both certificates contain the same model, serial, and registration numbers
 - Signatures are in permanent-type ink
 - The insurance certificate is current
 - The radio station license is current
 - The certificate of release to service is current
 - The AOC certificate is available and current (where applicable)

6.3 Flight deck inspection. Inspect the following:

- 6.3.1 Instrument security and range markings
- 6.3.2 Windows (delamination, scratches, crazing, and general visibility)
- 6.3.3 Emergency equipment
- 6.3.4 Medical kit (if located on flight-deck)
- 6.3.5 Seats, seat belts and shoulder harnesses (Technical Standard Chapter marking, metal to metal latching, and general condition)
- 6.3.6 Appropriate placarding
- 6.3.7 Cockpit door operation and condition

6.4 Inspect cabin to include the following:

- 6.4.1 Lavatory. Ensure the following:
- Trash containers fire extinguisher system is installed, not discharged or expired.
 - Smoke detection system is installed and functioning
 - Trash containers are sealed according to applicable Airworthiness Directive(s)
 - "No Smoking" placards are posted
 - Ashtrays are available outside the lavatory (where applicable)
- 6.4.2 Cabin Crew seats.
- Pull the seat down to ensure seat retracts (those in path of exits)
 - Inspect seat belts for Technical Standard Chapter marking, metal to metal latching and general condition
- 6.4.3 Cabin emergency equipment. All equipment requiring periodic inspections should have an inspection date marked on it. Inspect the following:
- Cabin Crew flashlight and flashlight holder



- b) Slide containers to ensure containers are properly marked for content. Check pressure of slide inflation bottle, if visible.
 - c) Medical kit (if not checked on flightdeck)
 - d) First aid kit
 - e) Emergency oxygen (proper pressure and security)
 - f) Megaphone(s) (security and general condition)
 - g) Fire extinguishers (security, pressure, and seal)
 - h) Life raft storage markings (if raft is required)
 - i) Emergency briefing cards (random sample)
 - j) General condition of emergency floor path lighting system
 - k) Placement of all Emergency Exitll signs
 - l) Presence and legibility of Emergency Exitll operation instructions
 - m) Placarding for location of all emergency equipment
 - n) Life preservers (vests)
- 6.4.4 Passenger seats. Ensure the following:
- a) Seats adjacent to emergency exits do not block exit path
 - b) Seats are secure in seat track (random sample)
 - c) Seat break over pressure is appropriate
 - d) Fasten Seat Belt During Flightll lights and placards are in view from all seats
 - e) Seat spacing is adequate and no seat reclines into an emergency exit
 - f) Seat belts have metal-to-metal latches and are in good general condition (random sample)
- 6.4.5 Galleys/service centers. Inspect the following:
- a) Trash bin lids for fit
 - b) Storage compartment restraints
 - c) Stationary cart tie-downs
 - d) Lower galley equipment/restraints
 - e) Lift operation
 - f) Galley supply stowage
- 6.4.6 Overhead baggage compartments. Check for weight restriction placards and the doors for proper latching, where applicable.
- 6.5 Inspect cargo compartment**
- 6.5.1 Ensure the following:
- a) Cargo compartment fire protection is appropriate for its classification, where applicable
 - b) Cargo liners is free from tears and/or punctures. If these are noted, inspect structure behind liner for damage, e.g., stringers, circumferential structure, etc. Ensure sealing tape is proper type and in good condition.
 - c) Cargo door is free of fluid leaks and structural damage
 - d) Fuselage door structure, sill and seal are free of damage
 - e) Smokedetectors are in satisfactory condition



- f) Lighting is operable and protective grills are installed
- g) Cargo flooring is free from structural or other damage
- h) Pallet positions/compartments are placarded for position identification and weight Limitations

6.5.2 Inspect pallet system, if applicable. Ensure the following:

- a) Ball mats are serviceable, e.g., no broken or missing balls
- b) Forward, aft, and side restraints are serviceable
- c) Roller assemblies are secure and have no missing or broken rollers

6.5.3 Ensure the 9G forward restraint net is serviceable, as applicable

6.5.4 Ensure that cargo restraints for bulk loaded cargo are adequate, if applicable

6.5.5 Inspect cabin mounted equipment

6.5.6 Inspect fire extinguishers for inspection due dates and pressure

6.5.7 Inspect load manifest for Hazardous Material. If present, determine crew knowledge of the following:

- a) Location and labeling of hazardous materials
- b) Special requirements, as required
- c) If proper paperwork is onboard

6.5.8 Ensure captain is aware of the following responsibilities:

- a) Inspection of cargo to ensure proper load distribution
- b) Ensuring loads do not exceed compartment or position limits
- c) Ensuring loads are being properly restrained

6.6 Exterior Inspection Guidelines

6.6.1 Accompany a flight crewmember during the exterior inspection, if possible, and inspect the following, as applicable:

a) Landing gear and wheel well areas. Check for the following:

- (i) Any indication of wear, chafing lines, chafing wires, cracks, dents, or other damage
- (ii) Structural integrity of gear and doors (cracks, dents, or other damage)
- (iii) Hydraulic leaks (gear struts, actuators, steering valves, etc.)
- (iv) Tyre condition
- (v) Tyre pressure (if pressure indicators are installed)
- (vi) Wheel installation and safety locking devices
- (vii) Wear, line security, leaks, and installation of brakes
- (viii) Corrosion

b) Fuselage and pylons structure. Inspect the following:

- (i) Structure for cracks, corrosion, dents, or other damage
- (ii) Fasteners (loose, improper, missing)
- (iii) Condition of radome
- (iv) Condition of pitot tubes
- (v) Static ports (cleanliness and obstructions) and surrounding area
- (vi) Stall warning devices and other sensors
- (vii) Antennas (security and indications of corrosion)
- (viii) Stains or other indications of leaks
- (ix) Lavatory servicing areas (evidence of fresh blue waterstreaks)
- (x) Cargo compartments for integrity of fire-protective liners (no holes or unapproved tape used for repairs)
- (xi) Emergency exit identification/markings
- (xii) Registration marking (legibility)
- (xiii) All lights (general condition, broken lenses, etc.)

c) Wings and pylons. Inspect the following:

- (i) Structure for cracks, corrosion, dents, or other damage
- (ii) Leading edge (dents and/or damage in line with engine inlets)
- (iii) Leading edge devices (when open, actuator leaks, general condition of lines, wires, and plumbing)
- (iv) Evidence of fuel leaks (operator must prove leak is within established limits)
- (v) All lights (general condition, broken lenses, etc.)
- (vi) Flaps (cracks, corrosion, dents, and delamination)
- (vii) Flap wells (general condition of lines, wires, and plumbing)
- (viii) Static wicks (number missing)
- (ix) Ailerons and aileron tabs (cracks, corrosion, dents, delamination)
- (x) Missing, loose, or improperly secured access door/inspection panels and blow out panels

d) Engines. Inspect the following:

- (i) Intake for fan blade damage and oil leaks
- (ii) Ring cowl for missing or loose fasteners
- (iii) Cowling doors for security and proper fit
- (iv) Lower cowling for evidence of fluid leaks
- (v) Exhaust for turbine and tailpipe damage and evidence of fluids
- (vi) Reverser doors for stowage and security, and evidence of leaks
- (vii) Access doors for security

e) Propellers. Inspect the following:

- (i) Leading edge of propeller for cracks, dents, and other damage
- (ii) De-icer boots for signs of deterioration and security
- (iii) Spinners for security, cracks, and evidence of fluid leaks
- f) Empennage. Inspect the following:
 - (i) Leading edge for dents
 - (ii) All lights (general condition, broken lenses, etc.)
 - (iii) Missing static wicks



- (iv) Elevator, rudder, and tabs (cracks, corrosion, dents, and delamination)
 - (v) Evidence of elevator and rudder power unit hydraulic leaks
- g) Ground safety. Inspect the following:**
- (i) Positioning of support vehicles
 - (ii) Fuelling of aircraft to include the following:
 - (aa) Refuelling pressure
 - (bb) Condition of refuelling unit (leaks, filter change dates, exhaust system, etc.)
Grounding
 - (cc) Fire protection
 - (dd) General fueling procedures
- h) General condition of ramp to include the following:**
- (i) Provisions for grounding
 - (ii) Foreign objects on ramp
 - (iii) Fuel spills
 - (iv) General housekeeping/cleanliness
 - (v) Passenger control
 - (vi) Fire protection
- i) Baggage. Observe loading and unloading of baggage compartments to include the following:**
- (i) Baggage restraining system
 - (ii) Load distribution