



MALDIVES CIVIL AVIATION AUTHORITY

11th Floor, Velaanaage, Ameer Ahmed Magu, Male', 20096, Maldives

މާލެ 11 ވަނަ ފެටްރިކް, ވަލާނާޖެ, އަމީރު އަހްމަދު މާޖު, 20096, ދިވެހިރާއްޖެ

Our Ref: 201-ASD-F1/N/2015/01

Date: February 4, 2015.

NOTICE TO OPERATORS

Ramp Inspection of Foreign Registered Aircraft

Introduction

This notice is to inform Operators the inception of CAA's ramp inspection programme aimed at foreign registered aircraft and briefly explain the ramp inspection process.

Legal basis

Part-ARO.GEN and Part-ARO.RAMP (Annex II to MCAR Air Operations) have entered into force from 1 January 2015. ARO.GEN covers the ramp inspections of Maldivian registered aircraft and ARO.RAMP covers ramp inspections of foreign registered operating in to the Maldives.

Standards

The purpose of a ramp inspection is to check the compliance with international standards (i.e. Chicago convention, its Annexes and ICAO regional standards) which are the minimum standards to be observed by any aircraft engaged in international navigation. In addition, when inspecting, the technical condition of an aircraft, will be checked against the aircraft certification specifications and manufacturer's standards.

Which aircraft and operators are checked and how often?

The CAA carries out random inspections or target aircraft or airlines that it suspects may not comply with ICAO standards. In either case only a very small proportion of foreign registered aircraft operating into the Maldives are inspected.

The number of inspections may vary depending on the volume of foreign registered aircrafts and the availability of inspectors.

What is checked?

A checklist of 54 inspection items is used during a Ramp Inspection. It is our policy not to delay an aircraft except for safety reasons. Therefore, as the time between arrival and departure (the turn-around time) may not be sufficient to go through the full checklist, not all 54 items may be inspected. Checks may include:

- licences of the pilots;
- procedures and manuals that should be carried in the cockpit;
- compliance with these procedures by flight and cabin crew;
- safety equipment in cockpit and cabin;
- cargo carried in the aircraft (including the transport of dangerous goods); and
- the technical condition of the aircraft.

Website: <http://www.aviainfo.gov.mv>

Fax: (+960) 332 3039

Email: civav@aviainfo.gov.mv

Reception 332 4983

ދިވެހިރާއްޖޭގެ ސަރުކާރު

Air Navigation & Aerodromes

330 3829

މާލެ 330 3829 ވަނަ ފެටްރިކް, ވަލާނާޖެ, އަމީރު އަހްމަދު މާޖު

Finance 330 2087

ފައިނަންސް

Air Transport & Security

332 4986

މާލެ 332 4986 ވަނަ ފެටްރިކް, ވަލާނާޖެ, އަމީރު އަހްމަދު މާޖު

Airworthiness 332 4988

އެއަރވޯތިނެސް

Flight Operations

332 4992

މާލެ 332 4992 ވަނަ ފެටްރިކް, ވަލާނާޖެ, އަމީރު އަހްމަދު މާޖު



Findings and follow-up actions

A non-compliance found during an inspection is called a finding. Such findings are categorised according to the magnitude of the deviation of the requirements and to the influence on safety of the non-compliance.

Minor deviations (Category 1) are reported to the Pilot in Command. If an inspection identifies one or more significant deviations from the safety standards (Category 2 findings), these will also be reported to the operator and its competent authority. Where non-compliances have a major impact on safety (Category 3), the flight crew is in addition expected to correct such non-compliances before the aircraft departs by either correcting the deficiency or by imposing restrictions on the aircraft operations (by e.g. blocking a defective seat for its use by passengers).

Follow-up process

The Stakeholders involved in the Ramp process are the CAA, the Operator, the State of Operator and the State of Registry (if different from the State of Operator). These organisations play a key role in the follow-up process after an inspection is conducted. A brief overview of the process is given below:

1. The Ramp Inspector debriefs the Pilot in command and hands over the Proof of Inspection.
2. The Inspector requests the pilot in command to sign a copy of the Proof of Inspection form.
3. In case of category 2 and/or 3 findings, a written communication will be send to the Operator and to the National Authority overseeing the Operator.
4. The operator is requested to reply to the written communication with an action plan that addresses the deficiencies.
5. The competent authority ensuring the oversight of the Operator and/or the airworthiness of the Aircraft may be asked to confirm their agreement on the corrective actions taken.
6. Findings are considered closed when the deficiencies have been satisfactorily addressed.
7. Subsequent inspections by any MCAA may occur to verify rectification of the deficiencies.

Coordinators

Operators having any questions resulting from an inspection, should contact the CAA.

Maldives Civil Aviation Authority

Telephone: (+960) 3324983

Fax: (+960) 3323039

Email: safety@caa.gov.mv

Website: www.caa.gov.mv

Maldives Civil Aviation Authority