

**POLICY STATEMENT 45 | RAMP CHECKING OF FOREIGN AIRCRAFT**

**Effective Date of Implementation:** 7 July 2014

**Rationale:**

ICAO details a State's responsibilities for the surveillance of operations by foreign operators in Annex 6, Part I, Standard 4.2.2. It requires the State to establish a programme with procedures for the surveillance of operations in its territory by a foreign operator and for taking appropriate action when necessary to preserve safety. This is supplemented by guidance in ICAO Doc 8335, Part VI.

The European Aviation Safety Agency (EASA) co-ordinates a system for the Safety Assessment of Foreign Aircraft (SAFA) which is utilised by both EU member States as well as third countries (non-EU). The UK has a Working Arrangement in place with EASA and is a participant in the EU Ramp Inspection Programme. Although a mature system, this was assessed to be too onerous for the Territories to fully utilise and a more pragmatic approach was required.

ICAO also requires that Contracting States shall recognise the validity of an air operator certificate issued by another Contracting State, provided that the requirements under which the certificate was issued are at least equal to the applicable standards specified in the Annex.

**Policy Statement:**

1. The Territories, with agreement from the Department for Transport (DfT), will continue to have read-only access to the SAFA database to allow them to check any issues relating to aircraft on their register. However, inspection reports will not be entered into the SAFA database: instead, each Territory will follow its own local procedures for the maintenance of ramp inspection records.
2. Each Territory will be responsible for the development of its own ramp inspection programme, local procedures and follow-up actions with relevant operators and/or National Aviation Authorities (NAAs). In developing these procedures, it should be noted that ICAO draws a clear difference in the action resulting from a finding on an aircraft of a foreign operator, for which safety is the only basis for action, and that from a finding on an aircraft of a national operator, for which safety as well as compliance with certification standards and with applicable national regulations need to be considered (ICAO Doc 8335 Part VI, paragraph 6.1.2).
3. Any enforcement action should accord with ASSI Procedure 70 'Enforcement' or other policy used by the appropriate regulatory authority.
4. The Territories will feedback any information on rogue operators and/or NAAs through the regular DCA conference calls with the CEO, ASSI.
5. The training requirements for an ASSI inspector to undertake the ramp checking of foreign operators is as follows:
  - Initial Training – OJT on the procedure and conduct a minimum of 6 ramp inspections with a current, fully qualified ramp inspector.

- Currency and Refresher training – Inspectors should aim to complete a minimum of 6 ramp inspections. Should this not be possible, a refresher session of the procedure should be undertaken with an inspector who is fully qualified and has maintained their currency. For Flight Operations and Airworthiness inspectors, their technical competence of undertaking ramp inspections is maintained via their oversight roles.
- Health & Safety – Airside Safety Training to be part of induction training.

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