

No.	Subject	Reference	S	U	N/A	Comment
0 GENERAL INFORMATION						
0.1	Date of Inspection					
0.2	Aircraft Make and Model					
0.3	Aircraft Nationality and Marking					
0.4	Name of Aircraft Operator					
0.5	Aircraft Manufacturer Serial Number (MSN)					
0.6	State of Operator					
0.7	Station					
0.8	Inbound flight number					
0.8.1	Route from					
0.8.2	Route to					
0.9	Maintenance arrangement (the company who provides					
0.10	Handling agent (the company who provides aircraft handling					
0.11	Type of inspection:					
0.11.1	(1) Regular (unannounced scheduled plan)					
0.11.2	(2) Special (unplanned, please also specify reason...)					
0.12	When turn-around time is short, priority should be given to safety critical inspection item marked with "***" and hi-lighted in orange color for each area. The remaining items are planned for subsequent inspections or addressed as soon as time allows.					
1 FLIGHT DECK						
1.1	*** General Condition Check cleanliness, tidiness and general condition. <u>Seriousness:</u> Lv-2 finding – Dirty and untidy Lv-1 finding – Large unsecured objects (e.g. cargo or baggage) / Unserviceable flight crew seats	AOCR Ch12 Item 1.1(a) HOR 6.1.2(a) References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)				
1.2	Emergency Exit Check serviceability of all exits and ditchings, and seat design for evacuation purposes. <u>Seriousness:</u> Lv-2 finding – Not all exits are serviceable and MEL provisions not applied Lv-1 finding – No emergency exits serviceable / Deferred with no provisions in MEL for continued operation	AOCR Ch12 Item 1.1(b) HOR 6.1.2(b) References: Annex 8, 4.1.7 - Emergency landing provisions, Seat design, Evacuation, Number of exit and ditching, including designed standards of aircraft.				
1.3	*** Documents required to be carried on board (1) C of R: presence, accurate, and correct (2) Identification Plate: presence, installed, and legible (3) C of A: presence, and valid with english translation (4) Journey log book or technical log: up-to-date with valid maintenance release conforming applicable any authorised specific approval(s) (5) Radio Station licenses: on board and up-to-date (6) Noise certificate: on board and valid with english translation (7) Air Operator Certificate (certified true copy) and Operations Specifications (copy): on board and accurate and valid with english translation (8) Aircraft Flight Manual: on board, approved, and up-to-date <u>Seriousness:</u> Lv-2 finding – Non-certified copy / unreadable / not accurate (incorrect operation type/route, incorrect aircraft or operator, etc...) / no English translation Lv-1 finding – Not on board / Maintenance release expired or not valid / Out-of-date	ANA Clause 16 and 16/1 AOCR Ch2 Item 35.1 AOCR Ch5 Item 15.1 and App.O Item 5.12 References: Convention on International Civil Aviation, Article 29; and Annex 7, 7; Convention on International Civil Aviation, Article 29 and 31; Annex 8 Part II, Chapter 3; Convention on International Civil Aviation, Articles 29; Annex 6, Part I, 4.3.1 and 11.4; Convention on International Civil Aviation, Articles 29; and 30; Annex 6, Part I, 7.1; and Part III, Section II, 5.1; Annex 6, Part I, 6.13; and Annex 16 Volume I, Parts I and II				

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1.4	<p>Equipment {ACAS, CVR/FDR, FMC, ELT, GPWS etc.} Check for the presence of the following equipment where required: - Two sensitive pressure altimeters with counter drumpointer or equivalent presentation (IFR operations) - Airborne collision avoidance system (ACAS) - for aeroplane MTOW > 5700 kg - Cockpit voice recorder (CVR) and Flight data recorder (FDR) - Emergency Locator Transmitter (ELT) - Flight management computer (FMC) is provided with valid database - Ground proximity warning system (GPWS) or Terrain Awareness Warning System (TAWS)</p> <p>Seriousness: ACAS/CVR/FDR/ELT: Lv-2 finding – Inoperative and MEL provisions not applied Lv-1 finding – Required and not installed</p> <p>FMC: Lv-2 finding – FMS database recently outdated (< 28days). Lv-1 finding – FMS database more than 28 days outdated</p> <p>GPWS: Lv-2 finding – Inoperative and MEL provisions not applied Lv-1 finding – Forward looking GPWS required and not installed</p>	<p>AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) AOCR Ch10 Item 3, 9.1, 15, 17, 19 AOCR Ch11 Item 5.2 and HOR 5.5.2 HOR 4.3, 4.7, 4.18 and 4.4.3</p> <p>References: 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, 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, 7.4.2</p>				
1.5	<p>*** Minimum Equipment List (MEL) and deferred defect status Check if the MEL is available, up-to-date and approved. Check defect deferrals include valid limitation and complied.</p> <p>Seriousness: Lv-2 finding – Not on board or MMEL used, but no deferred defects / MEL content does not reflect aircraft equipment fitted / MEL not approved Lv-1 finding – Not on board or MMEL used, with deferred defects / Defects deferred without approved reference or procedures / Deferred defects exceeded specified limitations or expired</p>	<p>AOCR Ch5 Item 15.1 and App.O Item 5.12(e) AOCR Ch9 Item 11</p> <p>References: Annex 6, Part I, 6.1.3, Appendix 2, 2.2.9 and Attachment G; and Part III Section II, 4.1.3, Attachment E and Attachment H, 2.2.7</p>				
1.6	<p>Mass and balance control Check for presence of load sheet or weight and balance report, and accuracy.</p> <p>Seriousness: Lv-2 finding – Incorrect but within aircraft limits Lv-1 finding – Incorrect and outside operational limits or missing / Weight</p>	<p>AOCR Ch3 AOCR Ch5 Item 11.1.1(d), 15.1 and App.O Item 5.12(h) HOR 2.3.1(d) and 4.2.3(o)</p> <p>References: Annex 6, Part I, 4.3.1 and Appendix 2, 2.1.14; Part III, Section II, 2.3.1 and Attachment H, 2.1.13</p>				
1.7	<p>Pre-flight inspection Check for presence of preflight inspection form/records.</p> <p>Seriousness: Lv-2 finding – Form on board, performed but incomplete / Not performed for inbound flight Lv-1 finding – Not performed for outbound flight</p>	<p>AOCR Ch5 Item 11.1.1 and Ch9 Item 22 HOR 2.3.1</p> <p>References: Annex 6, Part I, 4.3; Part III, Section II, 2.3</p>				
1.8	<p>*** Cockpit Portable Fire Extinguishers Check for presence, number, condition, access, and expiry date.</p> <p>Seriousness: Lv-2 finding – Not easily accessible / Expired / Not properly secured Lv-1 finding – Empty or insufficient number or missing / Significantly low pressure / Not accessible at all</p>	<p>AOCR Ch10 Item 2.2(b) and HOR 4.2.2(b) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 6.2.2 b); Part III, Section II, 4.2.2 b)</p>				

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1.9	Flight Crew Life Jackets/Flotation Devices Check for presence, condition, access, and expiry date where applicable. Seriousness: Lv-2 finding – Not directly accessible / Expired, as applicable Lv-1 finding – Not available for each cockpit crew member on board	AOCR Ch10 Item 5.1(a), 5.2.2, 5.3.2 and HOR 4.5.2.1 (a), 4.5.2.3 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.5; Part III, Section II, 4.3				
1.10	*** Flight Crew Safety Harness Check for presence, quantity and condition. Seriousness: Lv-2 finding – Seat belt instead of safety harness Lv-1 finding – Not available or serviceable for all flight crew members	AOCR Ch10 Item 2.2(c)(3) HOR 4.2.2(c)(3) and 4.2.2(c)(4) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.2.2; Part III, Section II, 4.2.2				
1.11	*** Flight Crew Oxygen equipment Check for presence, quantity and condition. Seriousness: Lv-2 finding – No direct access Lv-1 finding – Not available or serviceable for all flight crew members / Oxygen quantity not sufficient	AOCR Ch2 Item 7.1 and Ch10 Item 7 HOR 2.3.8 and 4.8 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 4.3.8; Part III, Section II, 2.3.8				
1.12	Cockpit Emergency Flashlight Check for appropriate quantity of emergency. Check their condition if possible. Seriousness: Lv-2 finding – Only one available / Weak battery Lv-1 finding – Not in cockpit or unserviceable	AOCR Ch10 Item 10(f) and HOR 4.4.2(k) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.10; Part III, Section II, 4.4.2				
2 CABIN COMPARTMENT						
2.1	*** General Condition Check for cleanliness, tidiness, general condition, and cabin configuration. Seriousness: Lv-2 finding – Dirty, untidy and in bad condition / Loose carpet / Loose or damaged floor panel / Unserviceable seats (and not identified as such) Lv-1 finding – Configuration is unapproved or conflict with TCDS or not as described in AFM/RFM or equivalent documents.	AOCR Ch7 Item 4.7, and Ch9 Item 23 and 26 References: Annex 8, Part III, 8.3				
2.2	*** Cabin Crew's Seat and Safety Harness Check for presence and serviceability. Seriousness: Lv-2 finding – For any exceeded cabin crew member, Harness/belt is difficult to operate / Strap or buckle worn out or damaged-item is not serviceable Lv-1 finding – For any member of the minimum required cabin crew, a seat is not available; or proper harness and seat belt not available or not serviceable	AOCR Ch10 Item 16.1 and HOR 4.12.1 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.16; Part III, Section II, 4.12				
2.3	*** First Aid Kit/Emergency Medical Kit Check for presence, condition, location and expiry date if available. Seriousness: Lv-2 finding – Expired / Incomplete / Not at the indicated location Lv-1 finding – Not available	AOCR Ch10 Item 2.2(a) and App.5 HOR 4.2.2(a) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.2.2; Part III, Section II, 4.2.2				
2.4	*** Portable fire extinguishers Check for presence, number, condition and expiry date if available. Seriousness: Lv-2 finding – Not directly accessible / Expired / Not correctly secured Lv-1 finding – Empty, Significantly low pressure or missing or not serviceable	AOCR Ch10 Item 2.2(b) and HOR 4.2.2(b) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b) References: Annex 6, Part I, 6.2.2; Part III, Section II, 4.2.2				

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2.5	<p>Cabin crews and passengers' Life jackets / Floatation Devices Check for presence, condition and expiry date as applicable.</p> <p>Seriousness: Lv-2 finding – Not directly accessible / Expired, as applicable Lv-1 finding – Not available for each person to be carried / Insufficient numbers to carry all persons on board</p>	<p>AOCR Ch10 Item 5.1(a), 5.2.2, 5.3 HOR 4.5 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 6.5; Part III, Section II, 4.2.2</p>				
2.6	<p>Passenger Seat belts Check for presence and condition.</p> <p>Seriousness: Lv-2 finding – Not available or serviceable for all passenger seats and aircraft not dispatched in accordance with MEL Lv-1 finding – Not available or not serviceable for any passenger</p>	<p>AOCR Ch10 Item 2.2(c) and HOR 4.2.2(c) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 6.2.2; Part III, Section II, 4.2.2</p>				
2.7	<p>*** Emergency Exit Lighting and marking, emergency flashlights 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/markings and of flashlights.</p> <p>Seriousness: Lv-2 finding – Some emergency exit signs out of order / Insufficient number of emergency flashlights / Emergency flashlights not correctly located / Emergency flashlight batteries weak or flat / floor path lighting damaged Lv-1 finding – Emergency facilities defects not acceptable according to MEL provisions / No flashlights installed / No floor path lighting</p>	<p>AOCR Ch10 Item 10(f) HOR 4.4.2(k) and 4.4.3(m) AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 6.10; Part III, Section II, 4.4.2; and Annex 8, Part III A, 4.1.7.3 and Part IIIB, D.6.3</p>				
2.8	<p>Slides/Life-rafts and pyrotechnical signaling devices (as required) Check bottle pressure gauge, slide bar and slide expiration date. Check presence of life raft, when required.</p> <p>Seriousness: Lv-2 finding – Not in specified location, as established by the regulation / Incorrectly installed Lv-1 finding – Insufficient number / Missing / Not serviceable</p>	<p>AOCR Ch10 Item 5.3.1 and HOR 4.5.2.1 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 6.5 and 6.6; Part III, Section II, 4.5 and 4.6; Annex 8 Part III A, 4.1.7 (and Part III D.6.2 to D.6.4)</p>				
2.9	<p>Oxygen Supply (Cabin Crew and passengers) Check for presence and condition where applicable</p> <p>Seriousness: Lv-2 finding – Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members, for the flight to be operated between level 100 - 250 or for the flight already performed above level 250 Lv-1 finding – Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members, for the flight to be operated above level 250</p>	<p>AOCR Ch2 Item 7.1 and Ch 10 Item 7 HOR 2.3.8 and 4.8 AOCR Ch12 Item 1.1(b) and HOR 6.1.2(b)</p> <p>References: Annex 6, Part I, 4.3.8 and 6.7; Part III, Section II, 2.3.8 and 4.8 and Section III, 2.9 and 4.5</p>				
2.10	<p>Emergency Briefing Cards or Passenger Safety Cards Check for presence and accuracy</p> <p>Seriousness: Lv-2 finding – Not enough emergency briefing cards for all passengers / Briefing cards from another aircraft or from obviously different versions / Some information missing or incorrect Lv-1 finding – No emergency briefing cards on board</p>	<p>AOCR Ch7 Item 3.2, and Ch10 Item 2.2(d) HOR 2.2.11.1(e), 4.2.2(d)</p> <p>References: Annex 6, Part I 4.2.11.1 and 6.2.2; Part III, Section II, 2.2.10 and Section III, 2.3</p>				

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2.11	<p>*** Access to Emergency Exits</p> <p>Check that appropriate access to emergency exits is provided and that it is not impeded.</p> <p>Seriousness: Lv-1 finding – Impeded by luggage or cargo, etc / Impeded by seats</p>	<p>AOCR Ch3 Item 1.1.2 AOCR Ch7 Item 2.2.1, 2.5.4, 2.6.2</p> <p>References: Annex 8, Part IIIA, 4.1.7; (and Part III D.6.2 and D.6.3)</p>				
2.12	<p>Security of the flight crew compartment door (as applicable for aeroplane)</p> <p>Check that the flight crew compartment door is lockable. Where applicable, check that the flight crew compartment door is penetration resistant.</p> <p>Seriousness: Lv-1 finding – Door not installed or unserviceable (cannot locked and unlocked from either pilot’s station)</p>	<p>AOCR Ch 2 Item 26</p> <p>References: Annex 6, Part I, 13.2</p>				
3 AIRCRAFT EXTERNAL CONDITION						
3.1	<p>*** General Condition</p> <p>Check general condition of the airframe: apparent corrosion; cleanliness; presence of ice, snow, frost, heavy dust, sand, etc.; legibility of markings; loose or missing fasteners and rivets; bonding wire; presence and condition of the antennas; static dischargers; exterior lighting; pressure ports (static ports and pitot tubes) and the RVSM areas; including control surface and landing gear locks, restraint devices and blanks are removed before flight.</p> <p>Seriousness: Lv-2 finding – Minor defects / Defects need not necessarily be corrected before flight (visible corrosion, marking not legible, etc.) Lv-1 finding – Safety related defects (correction required before departure) / Inadequate de-icing / Any restraint device is not removed before flight</p>	<p>AOCR Ch 9 Item 22.5(e) and 24 AOCR Ch5 Item 11.1.1(a) and 11.1.2, and HOR 2.3.1(a),and 2.3.5.5 AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: For markings: Annexes 7, 3, 4 and 5</p>				
3.2	<p>*** Doors and hatches</p> <p>Check for passenger and cargo door condition, external markings, bonding wires; fasteners and rivets; seals; external markings; operating instructions and condition of hatches.</p> <p>Seriousness: Lv-2 finding – Minor defects but serviceable / Door operation instructions missing or unclear / Seal slightly damaged Lv-1 finding – Unserviceable and not compatible with passenger number / Seal missing or badly damaged</p>	<p>AOCR Ch7 Item 3.1.3, Ch 9 Item 24 and 26.2(d) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.3	<p>*** Wings and tail</p> <p>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.</p> <p>Seriousness: Lv-2 finding – Minor defects / Poor condition (damage, missing bonding strips or static discharges, play, lack of lubrication, disbanding) Lv-1 finding – Damage, corrosion, leaks or wear outside limits of MEL, SRM, etc.</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				

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3.4	<p>*** Wheels, brakes and tires</p> <p>Inspect for damage, wear and signs of tire under inflation; when possible, correct tyre pressure; brake system; landing gear snubbers.</p> <p>Seriousness: Lv-2 finding – Minor defects / Signs of under inflation / Incorrect tire pressure / Unusual wear and tear Lv-1 finding – Tires worn out or damaged beyond limits / Brakes worn out, leaking or damaged beyond limits / Damaged components or missing parts (i.e., tie bolts, heat sensors...)</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.5	<p>*** Undercarriage (Landing gear)</p> <p>Visual inspection. Focus on lubrication, leakage and corrosion and wear on door fittings and hinges; markings/placards; skids/floats; water/debris deflectors (if required to be installed).</p> <p>Seriousness: Lv-2 finding – Minor defects / Signs of leakage, strut under-pressure, corrosion and obvious lack of lubrication Lv-1 finding – Damage, corrosion, missing parts and/ leakage outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.6	<p>Wheel well</p> <p>Visual inspection. Focus on cleanliness, leakage and corrosion on door fittings and hinges; fasteners and rivets; bonding wires.</p> <p>Seriousness: Lv-2 finding – Minor defects or dirty / Signs of leakage, corrosion and obvious lack of lubrication Lv-1 finding – Damage, wide spread corrosion, leakage outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.7	<p>*** Intake and exhaust nozzle</p> <p>Visual inspection. Focus on damage, cracking, dents and loose/missing fasteners (intake) and LPT blades (where visible), obvious damage to sensors, jet pipe nozzle, exhaust, thrust reversers, intake acoustic liners, markings and placards, etc.</p> <p>Seriousness: Lv-2 finding – Minor defects / Damage to casing or lining / Dents and cracks in exhaust area all within limits, but not recorded or incorrectly recorded in Technical Log or equivalent / Minor leak of oil and fuel Lv-1 finding – Damage, wide spread corrosion, leakage outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.8	<p>*** Engine Fan blades (if applicable)</p> <p>Visual inspection. Check for foreign object damage, cracks, cuts, corrosion, erosion etc.</p> <p>Seriousness: Lv-2 finding – Minor defects / Damage to fan blades within limits but not recorded or incorrectly recorded in Technical Log or equivalent Lv-1 finding – Damage (nicks, dents, cracks, etc) outside limits of the MEL, AMM, SRM, etc.</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				

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3.9	<p>*** Propellers / Rotors (if applicable)</p> <p>Visual inspection. Check for corrosion, looseness of blades in hub, erosion, stone damage, anti/de-icing system, LPT/LPC blades and IGV/OGV (where visible), etc.</p> <p>Seriousness: Lv-2 finding – Minor defects / Damage to propellers or rotors within limits but not recorded or incorrectly recorded in Technical Log or equivalent Lv-1 finding – Damage (nicks, cracks, etc), leakage, looseness of blades outside limits of the MEL, AMM, SRM, etc.</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.10	<p>Previous structure repairs</p> <p>Visual inspection. Note any previous repairs – check condition and verify compliance to standard practices. Inspect for repairs of unusual design or poorly performed.</p> <p>Seriousness: Lv-2 finding – Minor defects / No information about temporary repairs, doubts about old repairs, but repairs acceptable for continuation of flight Lv-1 finding – Improperly performed repairs or apparent unsatisfactory design / Damage to old repair / Damage outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.11	<p>*** Obvious damage</p> <p>Visual inspection. Note unassessed and unrecorded damage including corrosion, lightning strike damage, and bird strikes etc.</p> <p>Seriousness: Lv-2 finding – Within limits but not recorded or incorrectly recorded Lv-1 finding – Unassessed and not recorded damage affecting airworthiness / incorrectly recorded and outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
3.12	<p>*** Leakage</p> <p>Visual inspection. Fuel, oil, hydraulic leaks. Inspect for toilet leaks at service locations.</p> <p>Seriousness: Lv-2 finding – Within limits but not recorded or incorrect recorded / Long standing water and lavatory leaks (blue ice) Lv-1 finding – Leakage (oil, fuel, hydraulic, water) outside limits</p>	<p>AOCR Ch 9 Item 24, and Ch5 Item 11.1.1(a) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				
4 CARGO COMPARTMENT						
4.1	<p>*** General condition of cargo compartment and containers</p> <p>Check for cleanliness and general condition of cargo compartment and containers. Check damage to compartment liners and condition of the fire protection, detection & extinguishing system (if appropriate). Check condition of container locking devices.</p> <p>Seriousness: Lv-2 finding – Partly defective lights / Minor defects but safe condition / Partly damaged paneling / Partly damaged containers / Defective lights / Floor locks (partly) unserviceable / Limited access to cargo (for combi) / Dividing net or door protection net damaged Lv-1 finding – Damaged paneling out-of-limits / Damaged containers / Structural damage out of limits / Defective or missing fire extinguishing system (where applicable) / Cargo area not used in accordance with classification / No access to cargo area (for combi) / No barrier net (combi and cargo aircraft) / No smoke barrier/curtain / Floor locks unserviceable and outside MEL limits</p>	<p>AOCR Ch 3, Ch5 Item 11.1.1(e), and Ch9 26.2(e) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>References: ICAO - Air Operator Certification and Surveillance Handbook and/or Manual of Validation and Surveillance of Foreign Air Operators (FAO)</p>				

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4.2	<p>Safety of cargo on board</p> <p>Check that loads are properly distributed and safely secured, including condition of cargo containers, pallets, lock assemblies and lashing nets, cargo compartment dividing nets.</p> <p>Seriousness: Lv-2 finding – Minor damage to : lashing, tie down equipment, pallet/container and/or locks. Damaged pallet container or net Lv-1 finding – Cargo not correctly secured and/or safety distributed: lashing, tie down equipment, pallets and containers, locks / Load distribution/floor load limit exceeded</p>	<p>AOCR Ch3, Ch5 Item 11.1.1(e), and Ch9 Item 22.5(c) AOCR Ch12 Item 1.1(a) and HOR 6.1.2(a)</p> <p>Reference: Annex 6, Part I, 4.3.1; Part III, Section II, 2.3.1</p>				
5 OTHERS						
5.1	<p>*** Refueling/Defueling</p> <p>Check that the procedures relating to refuelling are complied with. Competent person is present to ensure filler caps, re-fueling valves, freight hold doors, etc. are secured, fuel to be uplifted is free from contamination, fuel uplifted is safety carried out.</p> <p>Seriousness: Lv-2 finding – No person present to ensure that filler caps, re-fueling valves, freight hold doors, etc. are secured, or fuel to be uplifted is free from contamination Lv-1 finding – No procedures in place for refuelling with passengers on board or while the engines, rotors, or APU are running / Procedures in place but not carried out / Fuel contamination is not checked before uplifting / Fuel access panel is not secured after refueling / No proper grounding of aircraft during refueling</p>	<p>AOCR Ch2 Item 5 and 19.1, Ch5 Item 14.6.1(g), Ch9 Item 20, 22.5(a) and 22.5(b)</p> <p>References: Annex 6, Part I, 4.3.7; Part III, 2.3.7</p>				
5.2	<p>Push-back and Start-Up</p> <p>Check that push-back and start-up are carried out to a standard procedure for the specific type of aircraft, under the control of a suitably trained person. Check that the area in which engines will be started is free from debris and contamination.</p> <p>Seriousness: Lv-2 finding – No person present to ensure push-back and start-up are properly carried out Lv-1 finding – Significant debris is present within engine starting area that likely to damage the engines / Fire-fighting facilities is not available</p>	<p>AOCR Ch2 Item 19 and Ch9 Item 22.5(d)</p> <p>Reference: ICAO - Air Operator Certification and Surveillance Handbook</p>				
5.3	<p>Additional remarks</p> <p>Record and report any items of significant nature that may be observed which are not covered by this checklist. Check that any damage to the aircraft is reported and assessed for airworthiness significance prior to flight.</p> <p>Seriousness: Lv-2 finding – General findings with minor safety impact Lv-1 finding – General findings with significant or major safety impact or affecting airworthiness of aircraft / Any activity is carried out without approved procedures or approvals introducing safety risk or impact</p>	<p>AOCR Ch12 Item 1.1 and HOR 6.1.2</p> <p>Reference: ICAO - Air Operator Certification and Surveillance Handbook</p>				