



Curso sobre el Programa de intercambio de datos de inspecciones de seguridad en rampa (IDISR)

Módulo 5 – Descripción de los ítems que son evaluados en las inspecciones en rampa (Parte III)

**12 al 16 de
septiembre 2011**

Oficina Regional Sudamericana de la OACI

C – Aircraft External Condition

C1. General condition (*Condición general*)

Instructions:

Check general condition of the airframe: apparent corrosion; cleanliness; presence of ice, snow, frost, legibility of markings, etc.

(Verificar el estado general de la estructura del avión: evidencia de corrosión, limpieza, presencia de hielo, nieve, heladas, legibilidad de las marcas, etc.)

References:

Anexo 6 Parte I, 4.3.1 a); For markings: Annex 7, 3, 4 and 5.

Seriousness:

Minor: Minor defects

Significant: The defects need not necessarily be corrected before flight (visible corrosion, marking not legible, etc.)

Major: Safety related defect (correction required before departure) / Inadequate de-icing



C – Aircraft External Condition

C2. Doors and hatches *(Puertas y escotillas)*

Instructions:

Check for passenger and cargo door condition, external markings, seals operating instructions and condition of hatches.

(Verifique la condición de las puertas de pasajeros y carga, las marcas externas, sellos, instrucciones de funcionamiento y el estado de las escotillas)

References:

Anexo 6 Parte I, 4.3.1 a); and Anexo 8, 9.6

Seriousness:

Minor: Minor defects but serviceable

Significant: Door operation instructions missing or unclear / Seal slightly damaged

Major: Unserviceable and not compatible with passenger number / Seal missing or badly damaged



C – Aircraft External Condition

C3. Wings and Tail

(Alas y cola)

Instructions:

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.

(Verificar alas, estabilizadores vertical y horizontal, incluyendo todas las superficies de control de vuelo. Verificar si hay daños evidentes, corrosión, desajuste, evidencia de caída de rayos, abolladuras, aflojamiento de accesorios, falta de descargas de electricidad estática, etc.)

C – Aircraft External Condition

C3. Wings and Tail

(Alas y cola)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: Poor condition (damage, missing bonding strips or static discharges, play, lack of lubrication, disbanding)

Major: Damage, corrosion, leaks or wear outside limits of MEL, SRM, etc.









07/22/2011



C – Aircraft External Condition

C4. Wheels, brakes and tires *(Ruedas, frenos y neumáticos)*

Instructions:

Inspect for damage, wear and signs of tire under inflation

(Inspeccionar por daños, desgaste y signos de neumático con inflado bajo)

References:

Anexo 6 Parte I, 4.3.1 a); AMM or MEL

Seriousness:

Minor: Minor defects

Significant: Signs of under inflation / Incorrect tire pressure / Unusual wear and tear

Major: 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...)





C – Aircraft External Condition

C5. Undercarriage (*Tren de aterrizaje*)

Instructions:

Visual inspection. Focus on lubrication, leakage and corrosion and wear on door fittings and hinges.

(Inspección visual. Enfoque la lubricación, las fugas y corrosión y desgaste de compuertas y bisagras)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: Significant signs of leakage, strut under-pressure, corrosion and obvious lack of lubrication

Major: Damage, corrosion, missing parts and/or leakage outside limits



C – Aircraft External Condition

C6. Wheel well *(Pozo de tren)*

Instructions:

Visual inspection. Focus on cleanliness, leakage and corrosion.

(Inspección visual. Enfoque la limpieza, las fugas y la corrosión)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects or dirty

Significant: Signs of leakage, corrosion and obvious lack of lubrication

Major: Damage, wide spread corrosion, leakage outside limits





C – Aircraft External Condition

C7. Intake and exhaust nozzle

(Admisión y escape de la boquilla gases de combustión)

Instructions:

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, etc.

(Inspección visual. Focalizada en daños, grietas, abolladuras y tornillos sueltos / faltantes y alabes de LPT (cuando es visible), daños evidentes a los sensores, al inyector de tubo de motor, gases de combustión, inversores de empuje, etc.)

C – Aircraft External Condition

C7. Intake and exhaust nozzle

(Admisión y escape de la boquilla gases de combustión)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: Damage to casing or lining / Dents and cracks in exhaust area all within limits, but not recorded in Technical Log or equivalent / Minor leak of oil and fuel

Major: Damage, wide spread corrosion, leakage outside limits





C – Aircraft External Condition

C8. Fan blades (if applicable)

(Alabes (si es aplicable))

Instructions:

Visual inspection. Check for foreign object damage, cracks, cuts, corrosion, erosion etc.

(Inspección visual. Verificar si hay daños por objetos extraños, grietas, rajaduras, corrosión, erosión, etc.)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: Damage to fan blades within limits but not recorded in Technical Log or equivalent

Major: Damage (nicks, dents, cracks, etc) outside the MEL, AMM, SRM, etc limits





C – Aircraft External Condition

C9. Propellers (if applicable)

(Hélices (si es aplicable))

Instructions:

Visual inspection. Check for corrosion, looseness of blades in hub, erosion, stone damage, anti/de-icing system, etc.

(Inspección visual. Verificar por corrosión, aflojamiento de las palas en el cubo, daños por erosión de piedra, sistema de deshielo, etc.)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: Damage to propellers within limits but not recorded in Technical Log or equivalent

Major: Damage (nicks, cracks, etc), leakage, looseness of blades outside the MEL, AMM, SRM, etc limits



C – Aircraft External Condition

C10. Previous structural repairs *(Reparaciones estructurales anteriores)*

Instructions:

Visual inspection. Note any previous repairs – check condition and verify compliance to standard practices.

(Inspección visual. Tenga en cuenta las reparaciones anteriores - Comprobar el estado y verificar el cumplimiento con las prácticas estándar)

Reference:

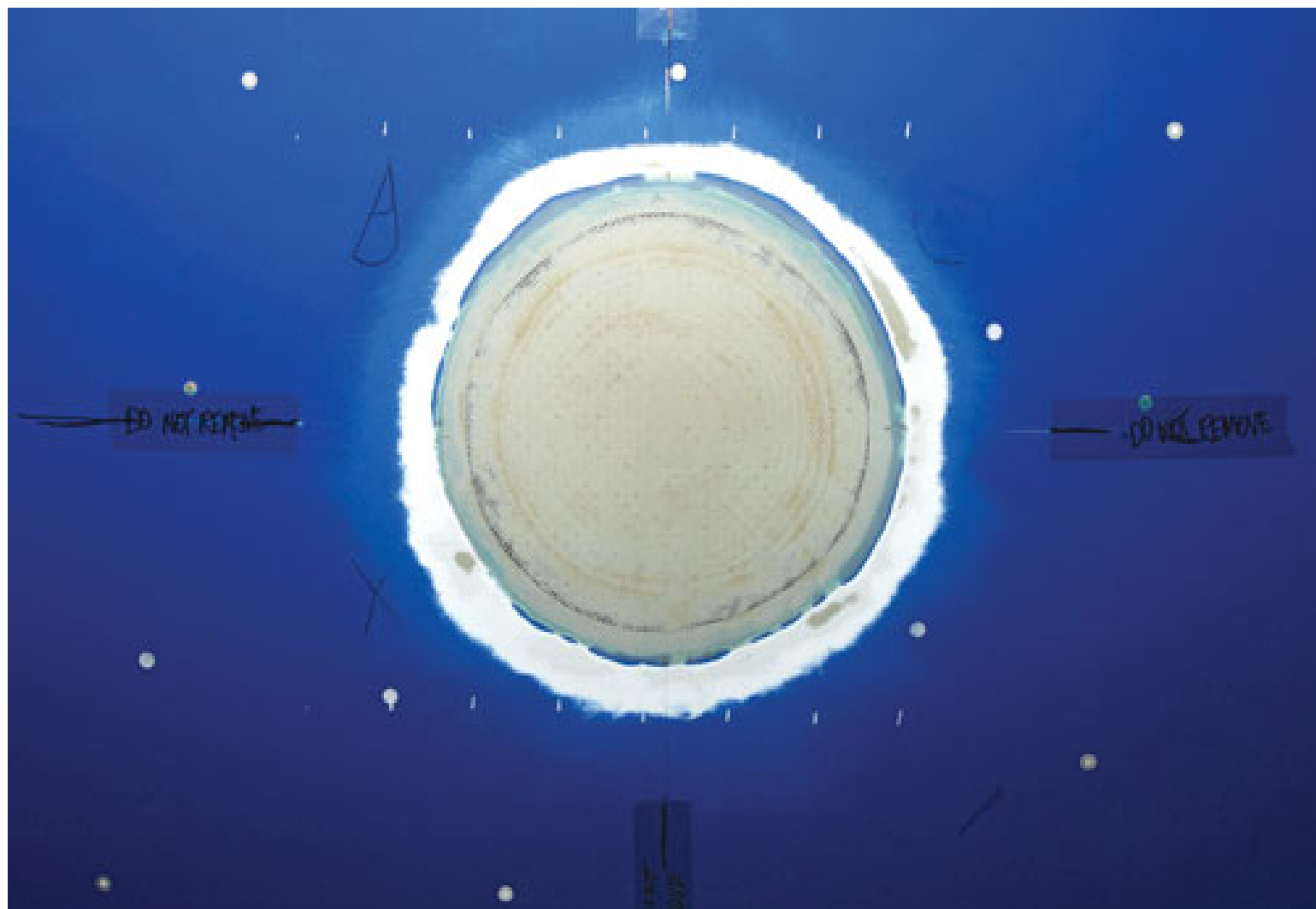
Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Minor defects

Significant: No information about temporary repairs, doubts about old repairs, and repairs acceptable for continuation of flight

Major: Improperly performed repairs or apparent unsatisfactory design /
Damage to old repair



C – Aircraft External Condition

C11. Obvious un-repaired damage *(Daño obvio)*

Instructions:

Visual inspection. Note unassessed and unrecorded damage including corrosion, lightning strike damage, and bird strikes etc.

(Inspección visual. Note el daño no evaluado y no registrado incluyendo la corrosión, daños por rayos, impacto con aves, etc.)

References:

Anexo 6 Parte I, 4.3.1 a); Annex 8, Part II, 3.6

Seriousness:

Minor: Within limits

Significant: Within limits but not recorded

Major: Unassessed and not recorded damage affecting airworthiness



C – Aircraft External Condition

C12. Leakage (Fugas)

Instructions:

Visual inspection. Fuel, oil, hydraulic leaks. Inspect for toilet leaks at service locations.

(Inspección visual: combustible, aceite, fugas hidráulicas. Inspeccione si hay fugas de los baño en las posiciones de servicio)

References:

Anexo 6 Parte I, 4.3.1 a).

Seriousness:

Minor: Within limits

Significant: Long standing water and lavatory leaks (blue ice)

Major: Leakage (oil, fuel, hydraulic, water) outside limits



D - Cargo

D1. General condition of cargo and Containers

(Condición general de compartimientos de carga y contenedores)

Instructions:

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.

(Verifique la limpieza y el estado general de la bodega y los contenedores. Verifique los daños a los compartimientos y el estado de prevención, detección y sistema de extinción (si es aplicable). verifique el estado de los dispositivos de cierre de contenedores)

D - Cargo

D1. General condition of cargo and Containers (cont)

References:

Anexo 6 Parte I, 4.3.1

Seriousness:

Minor: Partly defective lights / Minor defects but safe condition

Significant: Partly damaged paneling / Partly damaged containers / Defective lights / Floor locks (partly) u/s / Limited access to cargo (for combi) / Dividing net or door protection net damaged

Major: 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







D - Cargo

D2. Dangerous Goods *(Mercancías peligrosas)*

Instructions:

If dangerous good are on board, check that the pilot has received appropriate notification, Check that the OPS Manual includes relevant information as required by ICAO Annex 18.

(Si hay mercancías peligrosas a bordo, verifique que el piloto haya recibido la notificación correspondiente. verifique que el manual de operaciones incluye información relevante como es requerido por el Anexo 18 de OACI)

References: Annex 6, Part I, Appendix 2, 2.1.35; Part III, Attachment H, 2.1.28; and Annex 18, 9.1 and 9.2

D - Cargo

D2. Dangerous Goods (cont.)

Seriousness:

Minor: Unable to recognize dangerous goods presented to operator for shipment

Significant: No dangerous goods regulations or references

Major: No or incomplete information to the captain of dangerous goods carried, in contradiction to Doc. 9284 provisions / Deficiencies : leakage, wrong packaging, label missing / Dangerous Goods not correctly secured / Loading not performed in accordance with ICAO Annex 18 / Dangerous Goods carried without authorization or in contradiction to Annex 18 or Doc.9284



D - Cargo

D3. Safety of cargo on board (*Seguridad de carga a bordo*)

Instruction:

Check that loads are properly distributed and safely secured

(Verifique que las cargas está correctamente distribuida y asegurada)

Reference:

Annex 6, Part I, 4.3.1; Part III, Section II, 2.3.1

Seriousness:

Minor: Minor damage to : lashing, tie down equipment, pallet/container and/or locks

Significant: Damaged pallet container or net

Major: Cargo not correctly secured and/or safety distributed: lashing, tie down equipment, pallets and containers, locks / Load distribution/floor load limit exceeded



08/03/2011

E - General

E1. Additional Remarks

- *(Comentarios adicionales)*

Instruction:

Record and report any items of significant nature that may be observed which are not covered by this guidance.

(Registrar y reportar cualquier artículo de carácter significativo que se puede observar que no están cubiertos por esta guía)

Reference:

Nil

Seriousness:

Minor: General findings with minor safety impact

Significant: General findings with significant safety impact

Major: General findings with major safety impact



E - General

E2. Refuelling *(Recarga de combustible)*

Instructions:

Check that the procedures relating to refuelling with passengers on board are complied with.

(Verifique que los procedimientos relativos a reabastecer combustible con pasajeros a bordo se cumplan)

References:

Annex 6, Part I, 4.3.7; and Part III, Section II, 2.3.7

Seriousness:

Minor: Cabin crew not aware of refuelling with passengers on board

Significant: No procedures in place for refuelling with passengers on board

Major: Procedures in place but not carried out



E - General

E3. English Language *(Idioma Ingles)*

Instructions:

Check that all pilots, and those flight navigators required to use the radio telephone, are fluent in the language used for radiotelephony communications or in the English language.

(Verifique que todos los pilotos y los navegantes que deben utilizar el teléfono de radio, hablen fluido el idioma utilizado para las comunicaciones radiotelefónicas o en el idioma Inglés)

References:

Annex 1, 1.2.9 and Annex 10, Volume II, 5.2.1.2

E - General

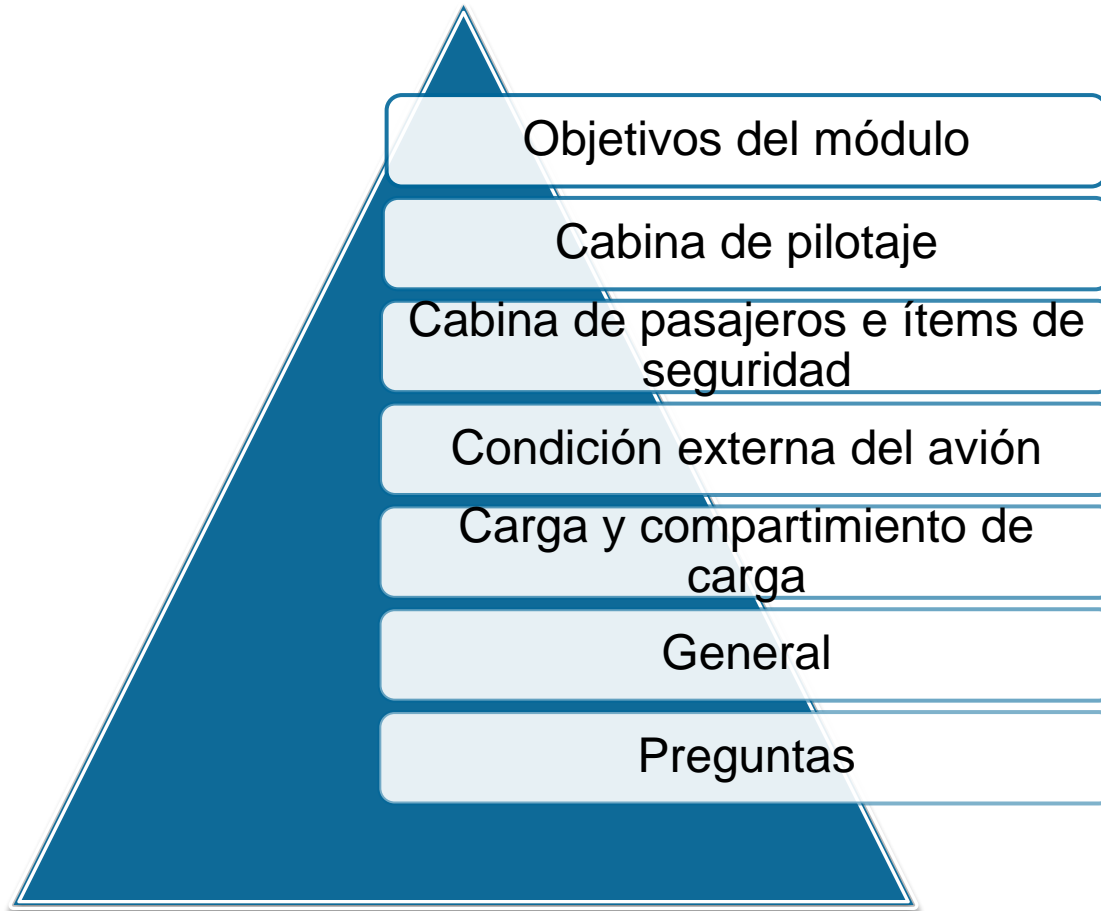
E3. English Language *(Idioma Ingles)*

Seriousness:

Significant: Pilot licences with no language proficiency endorsement, in the English language used in radiotelephony (except if implementation plan made available by State of issuance – until 5 March 2011)

Major: Pilots not fluent in the English language or the language used in radiotelephony

Resumen



Preguntas por favor

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**Gracias
por su
atención**