

# Welcome

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IS-BAO Updates – 21<sup>st</sup> Edition  
Ramp Inspections – *Why!!*  
IS-BAH Updates

# *IS-BAO: For The Industry, By The Industry*



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**Established 2002:** Provide a scalable and adaptable standard based on ICAO and industry practices.

- Implemented in over 1,700 flight departments and organizations worldwide
- More than a SMS – Safety Management and 12 additional chapter of BizAv specific standards and recommended practices
- Recognized BizAv industry assessment program by the International Civil Aviation Organization
- Leadership role within ICAO Safety Management Panel and Member of ICAO RPAS Panel

- **IS-BAO 21<sup>st</sup> Edition released in January 2025, *effective date 1 July 2025***

- IS-BAO Standards Board met at NBAA-BACE in October 2024 to review industry suggestions, ICAO Updates and research projects.
- New Standards and Recommended Practices from last release in January 2022
  - Operations and Aircraft Equipment – Updated verbiage on MEL/Airworthiness, CNS requirements, Article 83bis agreements(if applicable)
  - Mental Health – RP for recognizing and supporting colleagues on mental fitness – EASA/FAA both have programs and pathways
  - Runway Incursions – RPs from GAPPRI project: Sterile Cockpit expansion, Runway Excursion and Incursion training
  - Remotely Piloted Aircraft Systems – Culmination of 4 years of analysis and testing of industry standards alongside ICAO Annex 6, Part IV (released Summer 2024), 16 new RPAS standards or RPs included into IS-BAO

- **Current Projects:** Artificial Intelligence research support, RI Next-Gen, ICAO RPAS Manual and Safety Management Manual revision



# Ramp Inspections – Purpose & Role

- **What is the Ramp Inspection Programme?**

A coordinated initiative for conducting on-the-spot inspections of aircraft to assess compliance with applicable safety standards, depending on the type of operation and operator certification. EASA is the most prominent leader.

- **Why are Ramp Inspections Conducted?**

To verify safety-critical aspects such as crew license's, operational documentation, aircraft condition, safety equipment, and cargo handling — ensuring real-time compliance with international and EU aviation safety requirements.

- **Types of Inspections under the Programme (there are 4 types), those applicable to BizAv:**

- **SACA:** Safety Assessment of Community Aircraft (EU-licensed operators)
- **SAFA:** Safety Assessment of Foreign Aircraft (non-EU operators)
- **Subcategory-ish: General Aviation inspections:** Categorized as SAFA-GA and SACA-NCC

- **EASA's Central Role in the Programme:**

- Coordinates inspection activities across all Participating States and reports results to the European Commission
- Maintains and updates the ramp inspection tool and ensures inspector qualification tracking
- Reports potential aviation safety problems to the European Commission and Participating States
- Liaises with European institutions, international organizations, and third-country authorities to support safety-related information exchange
- Establishes a list of prioritized operators, including:
  - Operators from third-country States with known oversight deficiencies
  - Specific EU and non-EU operators identified for increased scrutiny based on risk assessments

- **Contribution to Aviation Safety:**

Ramp inspections support data-driven oversight, identify systemic risks, inform regulatory action, and contribute to the continuous improvement of global aviation safety standards.



# Ramp Inspections – Trends and Focus Areas

## The Big Picture

- 2024 witnessed over 1,800 inspections
  - One-third resulted in zero findings
  - Not all BizAv: 700+ inspections on GA and BizAv
- 50 European States
  - Others: Singapore, UAE, Brazil, more to join
- EASA assigned targets are confidential and not all states inspect
  - 2024 – 200 airports, 38 States, over 40 items inspected
- Alcohol Testing of Crewmembers is active
- IBAC and IS-BAO active participants in Ramp Inspection Forum and Next-Gen program

## A - Flight Deck Inspection Items

Findings/remarks	F + rmk	Finding	CAT 2+3	CAT 3	CAT 2	CAT 1
A01 General condition	12	4	3	3	0	1
A02 Emergency exits	0	0	0	0	0	0
A03 Equipment	19	12	7	1	6	5
A04 Manuals	38	26	24	1	23	2
A05 Checklists	47	26	26	2	24	0
A06 Nav/instr. Charts	20	13	13	8	5	0
A07 MEL	53	17	17	1	16	0
A08 CoR	0	0	0	0	0	0
A09 Noise certificate	2	2	0	0	0	2
A10 AOC or equivalent	5	4	1	0	1	3
A11 Radio licence	4	1	0	0	0	1
A12 CoFA	3	1	0	0	0	1
A13 Flight preparation	117	63	57	28	29	6
A14 M&B calculation	42	42	40	3	37	2
A15 Hand fire exting.	15	4	4	4	0	0
A16 Life jackets/float.	0	0	0	0	0	0
A17 Harness	4	2	0	0	0	2
A18 Oxygen equipment	4	1	1	1	0	0
A19 Indep. portable light	11	4	4	3	1	0
A20 FC licence/composition	14	12	6	0	6	6
A21 Journey log book	12	9	5	0	5	4
A22 Maintenance release	1	0	0	0	0	0
A23 Defect notif. & rectif.	25	24	22	1	21	2
A24 Pre-flight inspection	3	2	1	0	1	1

## B – Cabin Inspection Items

Findings/remarks	F + rmk	Finding	CAT 2+3	CAT 3	CAT 2	CAT 1
B01 General internal cond.	15	10	10	10	0	0
B02 CC station, rest area	0	0	0	0	0	0
B03 FAK, EMK	27	12	2	2	0	10
B04 Hand fire extinguishers	10	4	3	2	1	1
B05 Life jackets/float.	1	0	0	0	0	0
B06 FAK, EMK	1	1	1	1	0	0
B07 Emgcy exit, lights, etc.	7	5	4	4	0	1
B08 Slides, rafts, ELT	1	1	1	0	1	0
B09 Oxygen supply	2	1	1	0	1	0
B10 Safety instructions	18	12	10	1	9	2
B11 CC members	1	1	1	0	1	0
B12 Access to emgcy exits	13	12	12	12	0	0
B13 Stowage pax bags	4	4	4	4	0	0

## C/D/E – Aircraft/Cargo Items

Findings/remarks	F + rmk	Finding	CAT 2+3	CAT 3	CAT 2	CAT 1
C01 General external cond.	63	25	4	1	3	21
C02 Doors, hatches	8	6	6	0	6	0
C03 Flight controls	1	1	1	1	0	0
C04 Wheel, tyres, brakes	16	3	3	3	0	0
C05 Undercarriage, skids	10	6	3	3	0	3
C06 Wheel well	5	1	0	0	0	1
C07 Powerplant, pylon	7	2	0	0	0	2
C08 Fan blades, props, rotors	0	0	0	0	0	0
C09 Obvious repairs	3	3	3	0	3	0
C10 Obvious unrepaired dmg	1	1	1	0	1	0
C11 Leakage	2	0	0	0	0	0
D01 Genl cond. of cargo comp.	14	7	3	1	2	4
D02 Dangerous goods	0	0	0	0	0	0
D03 Stowage of cargo o/b	25	23	21	20	1	2
E01 General	17	0	0	0	0	0



# *IS-BAH: For The Industry, By The Industry*



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**Established 2014:** Provide a scalable and adaptable standard based on ICAO and industry practices.

- Implemented in over 330 ground handling service providers worldwide
  - More than a SMS – Safety Management and 12 additional chapter of BizAv specific standards and recommended practices
  - Recognized BizAv industry assessment program by the International Civil Aviation Organization
  - Leadership role within ICAO Ground Handling Task Force and Member of EASA Expert GH Task Force group
- **IS-BAH 12<sup>th</sup> Edition to be released in July 2025.**
    - IS-BAH Standards Board met at EBACE in May 2025 to review industry suggestions, ICAO Updates and research projects.
  - **Current Projects:** Implementation of EASA GH Regulation across EASA region (530+ aerodromes), further development of GH related elements into ICAO SARPS (including Annex 6 Part I, II, III and IV / Annex 8 and Annex 14 and PANS Aerodromes)



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Think about how your SMS interacts with your outsourced services.

Are you ensuring your suppliers have safety as a core value?

On what basis are your suppliers chosen and by whom?





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# Contact us!