

# FOI Request F0009234

A breakdown of the findings data you were kind enough to send - something that shows what the most common category 1, 2 and 3 findings were (e.g. "Access to emergency exit impeded", etc.).

Level	Category	Description	Description
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilot's station but alternative operational procedures established for the critical phases of the flight
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1	A01	USER DESCRIBED FINDING	DOOR AREA MONITORING SYSTEM INSTALLED, NOT AVAILABLE FROM PILOTS STATION BUT ALTERNATIVE OPERATIONAL PRODECURES ESTABLISHED FOR THE CRITICAL PHASES OF THE FLIGHT
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilots station but alternative operational procedures established for the critical phases of the flight
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1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilots station but alternative operational procedures established for the critical phases of the flight
1	A01	USER DESCRIBED FINDING	TEN CB'S PULLED, COLLARED & WIRE LOCKED ON VARIOUS CB PANELS BEHIND P2 SEAT, E.G. PANEL 123VU - GEN 1 EGIU 1. NO TECHNICAL LOG ENTRIES DETAILING AS TO WHY THEY WERE IN THIS CONDITION. CAPTAIN [REDACTED] CONFIRMED WITH [REDACTED] MAINTROL THAT THE SYSTEMS WERE NOT ACTIVE. IT WAS SUGGESTED THAT FLIGHT CREW NOTICE WAS ISSUED DETAILING THE SITUATION.
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilot's station but alternative operational procedures established for the critical phases of the flight
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilots station but alternative operational procedures established for the critical phases of the flight
1	A01	USER DESCRIBED FINDING	Capt DV window requires assesment of delamination IAW AMM
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilot's station but alternative operational procedures established for the critical phases of the flight.
1	A01	Door (un)locking mechanism at (Co)Pilot station N/A or U/S	DOOR AREA MONITORING SYSTEM INSTALLED, (NO CAMERA SYSTEM). ALTERNATIVE PROCEDURES IN FORCE.
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed (spy hole), not available from each pilot's station but alternative operational procedures established for the critical phases of flight
1	A01	USER DESCRIBED FINDING	L/H side window trim in poor condition TL [REDACTED] Item 3
1	A01	USER DESCRIBED FINDING	Door area monitoring installed, not available from either pilot station but procedures in place.
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed but not available from either pilot's station, alternative procedures established
1	A01	USER DESCRIBED FINDING	Door Area monitoring system installed, not available from each pilots station. Alternative operational procedures established for the critical phases of flight.
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed but not available from each pilot's station but alternative ops procedures established for the critical phases of flight
1	A01	USER DESCRIBED FINDING	Door area monitoring system installed, not available from each pilot station but alternative ops procedures in place for the critical phases of flight.
1	A04	USER DESCRIBED FINDING	INCONSISTENCIES REGARDING A/C BAY LIMITATIONS WITH WEIGHT AND BALANCE MANUAL. WEIGHT & BALANCE MANUAL IN KGS BUT AIRCRAFT PLACARDED IN LBS
1	A05	USER DESCRIBED FINDING	Only 1 QRH emergency checklist available to the flight crew. Accessible to both crew. No info in ops manual to state 1 checklist is acceptable.
1	A05	USER DESCRIBED FINDING	NO REVISION/ISSUE STATUS SHOWN ON ABBREVIATED FLIGHT CREW CHECKLIST
1	A07	USER DESCRIBED FINDING	MEL not available. Was not carried on board (no deferred defects)
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	NOISE CERTIFICATE NOT ON BOARD
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	Noise certificate not found
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	Crew unable to produce noise certificate
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	UNABLE TO LOCATE NOISE CERTIFICATE
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	CREW UNABLE TO PRODUCE NOISE CERTIFICATE
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	Noise certificate not on board a/c
1	A09	Documents attesting noise certification not on board or cannot be produced by the crew	Noise certificate could not be produced by the crew
1	A09	Documents attesting noise certification inaccurate, not on board or cannot be produced by the crew	Aircraft noise certificate not on board. Copy emailed from [REDACTED]
1	A09	Documents attesting noise certification inaccurate, not on board or cannot be produced by the crew	Document attesting noise certification is not on board
1	A11	Incorrect information on the Radio Station Licence	Incorrect information on radio licence. Does not represent aircraft fit
1	A11	USER DESCRIBED FINDING	Incorrect information on radio licence. Radio licence carried on board did not contain this particular aircraft registration. A/C has been re-registered & this is not reflected in radio licence.
1	A12	USER DESCRIBED FINDING	No record of Cert of Maintenance review or Airworthiness review could be found on board aircraft ([REDACTED] to provide or advise). See attached copies supplied by [REDACTED] LHR (Attachment 1)
1	A14	USER DESCRIBED FINDING	Load sheet had one signature and was not signed by captain before dispatch
1	A17	USER DESCRIBED FINDING	P1 INERTIA REEL HARNESS FRAYED AND HOLED
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	Ref [REDACTED] until 05/03/2010 exemption against language proficiency - not stated in [REDACTED] licence.
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	FIRST OFFICER NO ENGLISH LANGUAGE PROFICIENCY STATEMENT AVAILABLE
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	NO ENDORSEMENT OF THE LEVEL OF LANGUAGE - CAPTAINS LICENSE.
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	Co pilot, [REDACTED] flightcrew licence does not illustrate level of english language proficiency.

1	A20	USER DESCRIBED FINDING	Captains Flight Crew License not endorsed to show English language proficiency level. Captain was assessed to be proficient in English language. See Additional Information.
1	A20	Pilot licences endorsed with an English language proficiency level lower than Level 4 (but a	ONE FLIGHT CREW MEMBER DID NOT HAVE LEVEL 4 ENGLISH. COMPLIANCE PROCEDURE FOUND TO BE IN PLACE
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	NO ENGLISH LANGUAGE PROF LEVEL ON CREW LICENCES
1	A20	No endorsement of the required English language proficiency (but corrective action plan filed by the	No mention of English language proficiency on Captains licence. 'No english qualification at all'
1	A23	USER DESCRIBED FINDING	'Add' report item No.3 for removed ceiling mounted monitor above seat row 27LH (27ABC) defect does not quote MEL reference.
1	A23	USER DESCRIBED FINDING	LOG PAGE [REDACTED], GPWS HIL ITEM CLEARED USING BITE - NO REF TO AMM
1	A23	USER DESCRIBED FINDING	Galley stowage 625 latch defect [REDACTED] incorrectly raised and outside MEL limit (see [REDACTED])
1	A23	USER DESCRIBED FINDING	Galley boilers found removed from aircraft. No record in tech log. No ADD's raised. FWD no 2, rear 1 & 3 locations
1	A24	Pre-flight inspection performed but not certified	The Pre-Flight Inspection is completed as a function of the fuel loading ACARS system. A clear written PFI could not be provided
1	A24	USER DESCRIBED FINDING	PRE-FLIGHT NOT CERTIFIED
1	A24	USER DESCRIBED FINDING	Pre flight inspection carried out but not certified. Aircraft flight log has no facility for PIC to sign for pre-flight or an aircraft acceptance.
1	B01	USER DESCRIBED FINDING	REAR RIGHT HAND TOILET DOES NOT HAVE HAVE 'NO SMOKING' SIGNAGE EITHER INTERNALLY OR EXTERNALLY
1	B01	Loose carpet	Carpet loose at Row 16
1	B01	Damaged wall panels	Dado vent panel missing at S7K
1	B01	USER DESCRIBED FINDING	Class divider in centre cabin between doors 2&3 missing placard requiring direct view panel to be open for T,T-O & L.
1	B01	USER DESCRIBED FINDING	Ashtray missing from toilet at L33
1	B01	USER DESCRIBED FINDING	No ashtray on inside of lav 2A-1L
1	B01	USER DESCRIBED FINDING	NUMEROUS SAFETY EQUIPMENT ITEMS NOT PLACARDED. MEGAOPHONES AT 1 DEF AND AFT B/HEAD, FIRE GLOVES AT ROWS 1ABC & 25 DEF
1	B01	USER DESCRIBED FINDING	'NO SMOKING' DECAL & SYMBOL MISSING FROM INSIDE OF LAV R4 DOOR INTERNAL FACE
1	B01	USER DESCRIBED FINDING	Forward equipment stowage shows megaphone placard but none stowed inside. Complement (of megaphones) is in compliance with cabin emergency checklist [REDACTED] onboard
1	B01	USER DESCRIBED FINDING	NO ASHTRAY ON INSIDE OF DOOR FOR LAVATORIES D & E
1	B01	USER DESCRIBED FINDING	VIEWING WINDOW FOR 3 RIGHT DOOR ASSIST BOTTLE OPAQUE MAKING IT DIFFICULT TO CHECK BOTTLE PRESSURE
1	B01	USER DESCRIBED FINDING	12ABC PLACARDED AS CONTAINING LIFE LINE - NONE INSIDE, NONE LISTED ON CABIN SAFETY EQUIPMENT DIAGRAM APRIL 2011
1	B01	USER DESCRIBED FINDING	1L LAV UNDERSINK DOOR HAS ONE BROKEN HINGE
1	B01	USER DESCRIBED FINDING	2L CABIN ATT SEAT RUBS DOOR BUSTLE - AUTO RETRACT SATIS
1	B01	USER DESCRIBED FINDING	LAV EXTRACT GRILLS (SMOKE DETECTORS) CONTAMINATED WITH DUST - ALL LAVS
1	B01	USER DESCRIBED FINDING	CABIN EQUIPMENT SAFETY SHEET POINTS TO OXYGEN X 2 STOWED AT LH AFT LAV WALL BUT LABELED AS AFT RH LAV WALL
1	B01	USER DESCRIBED FINDING	OVERHEAD BIN PLACARD AT 17AC SHOWS MEGAPHONE INSIDE, WHEREAS MAGAPHONE FOUND STOWED IN 16AC.
1	B01	USER DESCRIBED FINDING	AT DOOR 1L UNDERSEAT EQUIPMENT STOWAGE CONTAINS TORCH, LIFEVEST & FIRE BOTTLE - PLACARD ON OUTSIDE SHOWS ONLY FIREBOTTLE - CABIN ATTENDANT STATION
1	B01	USER DESCRIBED FINDING	AT DOOR 3L/3R & REAR SUPPLEMENTARY UNDERSEAT STOWAGE CONTAINS TORCH, LIFEVEST & FIRE BOTTLE BUT NO PLACARDS ON OUTSIDE SHOWING CONTENTS - CABIN ATTENDANT STATIONS
1	B01	Loose carpet	28A TO 27A
1	B01	USER DESCRIBED FINDING	CABIN SAFETY CARD SHOWS PORT O2 LOCATED AT LH FLOOR MTD BIN & BIN PLACARDED AS SUCH. O2 IS IN FACT STOWED ON REAR BULKHEAD. BIN STICKER REMOVED.
1	B01	USER DESCRIBED FINDING	NO ASH TRAY ON INSIDE OF LAVATORY E
1	B01	USER DESCRIBED FINDING	NO STOWAGE FOR REAR PROTECTIVE GLOVES - (FIRE GLOVES STOWED IN REAR SEAT)
1	B01	USER DESCRIBED FINDING	CABIN AREA - WIRING UNDER CARPET DIFFICULT TO INSPECT/CHECK FOR WEAR
1	B01	USER DESCRIBED FINDING	FASTEN SEATBELT SIGNS @ 19CD & 15AB INOP (OTHER SEAT BELT SIGNS VISIBLE BY ALL PAX)
1	B01	USER DESCRIBED FINDING	CABLE UNDER SEAT 10A LOOSE AND APPEARS OUT OF POSITION
1	B01	USER DESCRIBED FINDING	SURVIVAL KITS FOUND STOWED WITH DRAEGER SMOKE HOODS, SHOULD HAVE BEEN IN OVERHEAD LOCKER ROW 29, RELOCATED BY ENG STAFF
1	B01	USER DESCRIBED FINDING	A/C HAD NOT BEEN CLEANED ON THE INTERIOR SINCE LAST REVENUE FLIGHT, HAD POSITIONED TO LHR FOR RE-REGISTRATION.
1	B01	USER DESCRIBED FINDING	CARPETS IN CENTRE AISLE- NUMEROUS LOOSE THREADS
1	B01	USER DESCRIBED FINDING	Carpet in area of emergency exits threadbare
1	B01	Loose carpet	Various areas of loose or damaged carpet
1	B01	USER DESCRIBED FINDING	Closet 305 LHR locking handle did not stow flush.
1	B01	USER DESCRIBED FINDING	Carpet loose in front of seat 25G & l/h aisle row 42
1	B02	Strap or buckle worn or damaged	Rear door right hand cabin crew seat belts worn/damaged
1	B02	Strap or buckle worn or damaged	Door 5L cabin crew seat harness (twisted and creased)
1	B02	Strap or buckle worn or damaged	BOTH AFT CABIN CREW SHOULDER HARNESSES WORN. ALSO OUTBOARD FORWARD SHOULDER HARNESS
1	B02	Strap or buckle worn or damaged	BOTH CABIN CREW SEAT BELTS AT DOOR 2L CREW SEAT (DOUBLE) WERE SHOWING SIGNS OF WEAR.
1	B02	Strap or buckle worn or damaged	Strap or buckle worn on aft cabin crew seat centre galley area. Cabin defect log [REDACTED]
1	B02	Strap or buckle worn or damaged	L/H shoulder strap worn on cabin crew seat located between the rear toilets
1	B02	Strap or buckle worn or damaged	At rear r/h door attendants seat shoulder harness worn. Tech log entry [REDACTED] after inspection
1	B02	Strap or buckle worn or damaged	Rear L/H cabin crew seats harness worn on O/B pair.
1	B02	USER DESCRIBED FINDING	Latches for stowage below cabin crew seats 1R & 2R do not stow flush
1	B02	Strap or buckle worn or damaged	Cabin attendants seat lap strap frayed at port rear inboard position
1	B03	Medical supplies not at the indicated location	MEDICAL KIT MISSING FROM PLACARDED LOCATION AT CLOSET C1L02. MEDICAL KIT SUBSEQUENTLY LOCATED IN PASSENGER SEAT
1	B03	Medical supplies not at the indicated location	First aid medical kit relocated from forward left stowage to rear left stowage. Forward stowage still marked as first aid medical kit location.
1	B03	Contents of the first aid kit past expiration date	FIRST AID KIT PAST EXPIRATION DATE (08/2010)
1	B03	Contents of the first aid kit past expiration date	First aid kit stowed under widthwise lateral seat had expiry date of Feb 2010. Another First Aid Kit was on borad & in date
1	B03	USER DESCRIBED FINDING	First aid kit life expired March 2011
1	B03	USER DESCRIBED FINDING	First aid kit expired
1	B03	Medical supplies not at the indicated location	FIRST AID KIT STOWED IN OVERHEAD LOCKER ROW 3DEF BUT PLACARDED FOR ROW 2DEF
1	B03	USER DESCRIBED FINDING	First Aid Kit - Medical supplies not at indicated location: 1st aid kit in cabin not in indicated position at FWD vestibule.
1	B04	USER DESCRIBED FINDING	Forward (port) door crew seat - fire extinguisher not placarded.
1	B04	USER DESCRIBED FINDING	Fire gloves missing by stowage at D1RH Cabin Crew Seats
1	B04	USER DESCRIBED FINDING	Crew/cockpit hand fire extinguisher has no expiry date only 'C check'. Does not show evidence of adequate control.
1	B05	USER DESCRIBED FINDING	LIFE JACKETS AFT STOWAGE - LABELS IN POOR CONDITION MAKING IT DIFFICULT TO DETERMINE EXPIRY DATE
1	B05	USER DESCRIBED FINDING	NUMEROUS LIFE JACKET PULL RELEASE NOT STOWED SATIS
1	B05	USER DESCRIBED FINDING	LIFEJACKETS NOT LOCATED IN PLACARDED LOCATION SEAT 36A/B
1	B06	USER DESCRIBED FINDING	IFE BOX COVERS NOT SECURE ON NUMEROUS SEATS - TAPED WITH PAPER TAPE.

1	B06	Passenger seats in poor condition	Passenger arm rest damaged at seat 11A
1	B06	Passenger seats in poor condition	IFE box below seat 32E open exposing wiring.
1	B06	USER DESCRIBED FINDING	SEAT BACK TABLES LOCATED AROUND EMERGENCY EXITS (ROW 12/13) SECURED CLOSED WITH MASKING TAPE & LOCKING WIRE DUE TO BROKEN LATCHES.
1	B06	USER DESCRIBED FINDING	ARMRESTS TAPED AT THE FOLLOWING SEATS 12D, 12E, 28A
1	B06	Passenger seats in poor condition	METAL SEAT POCKET FRAMES EXPOSED & HANGING LOOSE 15C, 19C 28F. [REDACTED] REFITTED OR REMOVED. TECH LOG [REDACTED] REFERS. ITEM DEFERRED. FOLLOWING SEATS HAVE TRAY TABLES MISSING/REMOVED REVEALING LATCH STUDS & SPIGOTS: 10D, 11BEF, 12ABC DEF, 13ABC DEF, 14ABC DEF, 15ABC DEF, 16ABC DEF, 17ABC DEF, 18ABC DEF, 19ABC DEF, 20ABC DE, 21ABC DE, 22ABC DEF, 23ABC D, 24ABC DEF, 25ABC DEF, 26ABC DEF, 27ABC DEF, 28ABC DEF, 29C DEF, 30ABC DEF.
1	B06	Passenger seats in poor condition	SEAT BACK BROKEN (27F) AND ARMREST MISSING (24C)
1	B06	Passenger seats in poor condition	Seat 34B arm rest cover missing.
1	B06	Passenger seats in poor condition	SEAT 11E RECLINE TAPED OVER WITH PACKING TAPE - NO ADD IN TECH LOG.
1	B06	USER DESCRIBED FINDING	SEAT ENTERTAINMENT (IFE) BOXES UNDER SEATS 3D AND 12D CRACKED AFFECTING SECURITY.
1	B06	USER DESCRIBED FINDING	VARIOUS SEAT HYDROLOCK CABLES HANGING BELOW SEATS. IE ROW 10E
1	B06	Passenger seats in poor condition	SEAT 41B REAR MEAL TRAY LOOSE AND FOULS O2 BOTTLE MOUNTED ON DOG BOX
1	B06	Passenger seats in poor condition	Armrest plastic trim o/b missing on seat 27d. □ IFE wiring excessive amounts of cable hanging from several under seat backs. Not considered an evacuation hazard. Configuration not anticipated being in accordance with design consideration.
1	B06	Passenger seats in poor condition	Loose/broken seat trim row, seat 16c could pose an evacuation hazard. Captain advised. (Post inspection note: Row 16 is an emergency exit row but damaged trim on aisle side, not serious enough to categorise other than minor.)
1	B06	Passenger seats in poor condition	Seat 17E recline inop (seat remains in recline)
1	B06	Passenger seats in poor condition	Seats in poor condition, end caps damaged and tape applied
1	B06	Passenger seats in poor condition	All business class seats have arm rests held together with tape. Rows 1-4, A-D
1	B06	Passenger seats in poor condition	Numerous minor defects observed in cabin on pax seats. On examination of cabin hold items list, these appeared to be monitored and under control. It was apparent that numerous seat cushions were worn and need replacing.
1	B06	Passenger seats in poor condition	Seat 19F armrest has its ashtray plate missing. Temp repair of speedtape was damaged - possible pax injury risk.
1	B06	Passenger seats in poor condition	Rows 7C, 9D, 11C, 16D, 21D, 22D, and 30E. Black tape over missing ashtrays not all in deferral log [REDACTED]
1	B07	USER DESCRIBED FINDING	SEAT 12B - TRAY TABLE STOP LOCK MISSING
1	B07	USER DESCRIBED FINDING	FLOOR PATH LIGHTING - EMERGENCY ESCAPE PATH - COVER LIFTING OFF FLOOR AR 3GF-4GF
1	B07	USER DESCRIBED FINDING	FLOOR PATH LIGHTING - EMERGENCY ESCAPE PATH TAPED TO TRACK COVERS AT 5AB, 19AB, 21AB, 21GF, 26AB WITH CELLOTAPE - 21GF LENS IS MISSING
1	B07	USER DESCRIBED FINDING	REAR RIGHT CABIN CREW TORCH DOES NOT BLINK
1	B08	USER DESCRIBED FINDING	ELT NOT IN PLACARDED LOCATION (DOOR REAR RIGHT HAND SIDE BELOW CREW SEAT) BUT LOCATED IN ROOF
1	B08	USER DESCRIBED FINDING	Door 2L slideraft pressure visual sight glass obscured making serviceability check difficult.
1	B08	USER DESCRIBED FINDING	ESCAPE SLIDE COVER ON R/H AFT DOOR SLIDE PRESSURE WINDOW DAMAGED
1	B08	USER DESCRIBED FINDING	1 LIFE RAFT FOUND AT DIFFERENT LOCATION TO THAT INDICATED ON PAX SAFETY CARDS. (BOTH FOUND UNDER REAR LEFT AND RIGHT DIVAN)
1	B08	USER DESCRIBED FINDING	REAR R/H PASSENGER DOOR ESCAPE SLIDE PRESSURE GAUGE COVER ADRIFT
1	B08	USER DESCRIBED FINDING	No decal for ELT in o/head locker row no 23ABC-24ABC. Crew inform us temporary fit
1	B09	USER DESCRIBED FINDING	The therapeutic O2 bottles behind seat row 16, left hand and right hand aisles are not placarded
1	B09	USER DESCRIBED FINDING	PBE AT FORWARD POSITION NOT SECURED IN PLACE.
1	B09	USER DESCRIBED FINDING	Crew/toilet 'Oxygen required' push to test warning light unserviceable
1	B10	USER DESCRIBED FINDING	Majority of no smoking signs not working.
1	B10	Insufficient Aircraft Briefing Cards for all	Insufficient Aircraft Briefing Cards for all passengers on board. Spare cards found & distributed as required.
1	B10	USER DESCRIBED FINDING	Right hand rear toilet - no "No Smoking" placard / decal on the inside of the lavatory.
1	B10	Insufficient Aircraft Briefing Cards for all	NOT ENOUGH SAFETY CARDS ONBOARD
1	B10	Insufficient Aircraft Briefing Cards for all	INSUFFICIENT BRIEFING CARDS FOR ALL PAX THAT CAN BE CARRIED IN MAX PAX CONFIGURATION
1	B12	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks	Seat 12A meal tray table lock fails
1	C01	Paint damage	WING ICE DETECTION MARKING STARTING TO ERODE ON PORT SIDE - WILL NEED ATTENTION AT NEXT BASE VISIT
1	C01	Aircraft very dirty affecting the ability to inspect it	Fuselage, aft of undercarriage, very dirty, with evidence of previous hydraulic leak.
1	C01	Paint damage	Right hand wing large areas of paint missing
1	C01	Paint damage	Rear right hand fuselage paint heavily scored and scratched.
1	C01	Paint damage	PORT SIDE PAINT FINISH IN POOR CONDITION
1	C01	Paint damage	PAINT FLAKING BELOW (STA 25016)
1	C01	Paint damage	Missing paint at right hand #5 passenger window and lower belly area.
1	C01	Paint damage	External paint missing from many fastener heads making external inspection of fastener integrity difficult.
1	C01	Paint damage	Paint damage inboard thrust reverser panel no. 2 engine.
1	C01	USER DESCRIBED FINDING	LOWER WING REGISTRATION PAINT MARKS PEELING
1	C01	Paint damage	L/H REAR DOOR AREA PANEL BELOW HAS 2 SCRAPES UNRECORDED IN DENT & BUCKLE CHART. ON FURTHER INVESTIGATION THIS PROVED TO BE PAINT DAMAGE ONLY
1	C01	USER DESCRIBED FINDING	REGISTRATION MARK ON UNDERSIDE L/H WING READABLE BUT SHOWING SIGNS OF EROSION
1	C01	USER DESCRIBED FINDING	R/H BODY GEAR WHEEL WELL CENTRE LIGHT INOP
1	C01	Paint damage	Underwing surface of l/h wing shows signs of paint erosion
1	C01	Paint damage	Visible in small areas all over the fuselage
1	C01	Paint damage	Paint on rear half of the aircraft generally in poor condition
1	C01	USER DESCRIBED FINDING	FORWARD WING - BODY FAIRING TWO FASTENERS UNSECURED
1	C01	Paint damage	L/H WING ROOT
1	C01	USER DESCRIBED FINDING	Aircraft very dirty affecting the ability to inspect it
1	C01	Paint damage	PAINT MISSING/DAMAGE LH PYLON
1	C01	Paint damage	PAINT DAMAGE BUBBLING UP AND SHOWING BARE METAL - BELLY AREA REAR OF RH GEAR WELL. AIRCRAFT PAINT SCHEME IN GENERAL IS WORN AND ERODED
1	C01	USER DESCRIBED FINDING	STDBY STATIC PORT IDENTIFIER BOX AND MARKINGS WORN
1	C01	Paint damage	PAINT LIFTING OFF ON BELLY FROM AFT GEAR BAYS TO APU INLET SHOWING BARE METAL
1	C01	USER DESCRIBED FINDING	R/H POSITION LIGHT LENS OPAQUE, TAIL POSITION LIGHT LENS OPAQUE & DIRTY
1	C01	Paint damage	PAINT LIFTING CLOSE TO PANELS 198WR, 198VR SHOWING BARE METAL
1	C01	Paint damage	L/H WING L/E INBD AT ENGINE PAINT MISSING/DAMAGED
1	C01	Paint damage	SIGNIFICANT PAINT DAMAGE TO ALL AREAS OF AIRCRAFT
1	C01	USER DESCRIBED FINDING	FLIGHT DECK AFT WINDOW SEAL PROTRUDING INTO AIRFLOW
1	C01	Paint damage	Red Cheat Line Paint Flaking
1	C01	USER DESCRIBED FINDING	Red & Green nav light lens/cover is opaque - obscuring illumination.
1	C01	Paint damage	Paint showing erosion underside of both wings
1	C01	Registration marks not applied on the lower	UNDERWING REGISTRATION MARKINGS BECOMING WORN IN SEVERAL PLACES.
1	C01	Minor corrosion	SIGNS OF MINOR CORROSION ON REAR EDGE OF STARBOARD AILERON.
1	C01	USER DESCRIBED FINDING	LOOSE FASTENER L/H BELLY FAIRING - ABOVE GROUND HYDRAULIC CONNECTOR (BLUE) PANEL.
1	C01	Aircraft very dirty affecting the ability to inspect it	MLG & BOTTOM OF FUSELAGE
1	C01	Paint damage	LOWER WING SKIN INBD OF RH ENGINE FLAKING IN PLACES
1	C01	Aircraft very dirty affecting the ability to inspect it	Forward belly very dirty from old fluid leak
1	C01	Paint damage	External paintwork missing in various areas - advised aircraft due painting in January 2012
1	C01	Paint damage	PAINT DAMAGE- CRACKING ON C- DUCT AND THRUST REVERSER STRUCTURE NO 1 OUTBD FACE
1	C01	Paint damage	General paint on wings & fuselage in need of attention

1	C01	Paint damage	Area of paint missing R/H iceguard
1	C01	USER DESCRIBED FINDING	ENGINE/IDG OIL PLACARDS MISSING/ILLEGIBLE ALL ENGINES
1	C01	Paint damage	PAINT DAMAGE TO RADOME EXPOSING COMPOSITE MATERIAL, INFORMED BY COMPANY ENGINEER THAT IT IS RECORDED ON COMPUTER, NO INFORMATION AVAILABLE TO CREW IN TECH LOG/ADD. INFORMED BY CREW THAT THEY DO NOT PERFORM PRE FLIGHT WALKROUND AT HEATHROW AS [REDACTED] ENGINEERING ON SITE.
1	C01	Paint damage	L/H HORIZONTAL STABILISER, OUTBOARD ELEVATOR LOWER ACCESS PABELS (3 & 4) FROM INBOARD HAVE LOOSE AND MISSING PAINT.
1	C01	Paint damage	L/H INBD SLAT ACCESS PANELS HAVE PAINT MISSING. PANELS 512CB THRO 512FB
1	C01	Paint damage	PAINT DAMAGE TO LOWER WING SURFACE ON BOTH WINGS
1	C01	Paint damage	Paint damage over various areas of aircraft - paint in poor condition.
1	C01	Paint damage	Port wing tip, evidence of slight impact damage and missing paint
1	C01	Paint damage	Paint damage to Radome, not in Dent & Buckle Chart
1	C01	Paint damage	Paint missing from rear fuselage, trailing edge tail cone area
1	C01	Aircraft very dirty affecting the ability to inspect it	Aircraft exterior dirty
1	C01	Paint damage	Paint damage, Numerous areas of paint in poor condition
1	C01	Registration marks not applied on the lower	REGISTRATION APPLIED ON WING LOWER SURFACE, BUT IN POOR CONDITION/ PEELING
1	C01	USER DESCRIBED FINDING	L/H WING MAGNETIC FUEL LEVEL AND WATER DRAIN VALVE X2 DECALS MISSING
1	C01	USER DESCRIBED FINDING	WATER DRAIN VALVE X1 DECAL MISSING R/H WING
1	C01	Paint damage	R/H horizontal stabiliser tip has paint damage
1	C01	USER DESCRIBED FINDING	PAINT DAMAGE ON MANY AREAS OF AIRCRAFT
1	C01	USER DESCRIBED FINDING	EVIDENCE OF HYDRAULIC LEAKAGE UNDER REAR FUSELAGE OF AIRCRAFT
1	C01	Paint damage	PAINT IN POOR CONDITION, AFT FUESLAGE UNDERSIDE
1	C01	Paint damage	PAINT DAMAGE TO L/H WING LOWER SURFACE ADJACENT TO LANDING GEAR BAY
1	C01	Minor corrosion	MINOR CORROSION ON LEFT HAND KEEL BEAM AREA
1	C01	Aircraft very dirty affecting the ability to inspect it	
1	C01	Aircraft very dirty affecting the ability to inspect it	
1	C01	Registration marks not applied on the lower	L/h registration markings under wing in poor condition
1	C01	Paint damage	Paint damage L/H cargo door from suspect Skydrol leak
1	C01	Paint damage	Paint peeling from vertical stabiliser leading edge, fwd from feel computer probes
1	C01	Paint damage	Paint damage to underside of rear L/H elevator
1	C01	USER DESCRIBED FINDING	3 fasteners on body to wing fairing are loose need to be tighteneed before flt. L/H wing. Tech log entry [REDACTED] Tech log page ref.
1	C01	USER DESCRIBED FINDING	PAINT DAMAGE TO LOWER SURFACE OF R/H FLAP NOT RECORDED IN AIRCRAFT DOCUMENTATION
1	C01	USER DESCRIBED FINDING	On arrival no 2 engine oil filler panel found open. Crew had not opened before SAFA inspection. Secured closed (to be checked on arrival in UDD)
1	C01	Paint damage	Significant paint damage to horizontal stabiliser leading edge L/H + R/H
1	C01	Paint damage	Paint damage to L/H + R/H wing root leading edges. No record kept on aircraft. Engineering informed. File kept at maintenance base HQ
1	C01	Paint damage	Lower fuselage panel between drain mast and VHF aerial has paint damage from what appears to be a residual hydraulic leak
1	C01	USER DESCRIBED FINDING	Fuel Drain vent decal unreadable at mid point under side on the a/c
1	C01	Paint damage	Significant paint damage to FWD fuselage L/H + R/H sides
1	C01	Paint damage	Panel 191BB has a significant amount of paint missing at the fwd edge
1	C01	Paint damage	Significant paint damage to fuselage in numerous areas. See photos.
1	C01	Paint damage	External paint finish - many rivet heads exposed, and Leading edge of stabiliser peeling
1	C01	USER DESCRIBED FINDING	Paint damage to R/H inbd kruger flap and fuselage lower surface fwd of access stairs.
1	C01	Paint damage	Paint damage - both sides of vertical stabliser, poor paint.
1	C01	Paint damage	R/H elevator mid section trailing edge (underside) large paint damage area
1	C01	Paint damage	Various areas of paint damage on the fuselage
1	C01	Aircraft very dirty affecting the ability to inspect it	All undercarriage legs excessively dirty affecting the ability to inspect
1	C01	USER DESCRIBED FINDING	Wing to body fairings - stbd fwd and port rear have sealing strips missing
1	C02	USER DESCRIBED FINDING	Nose landing gear right hand aft door aft hinge bonding lead adrift.
1	C02	USER DESCRIBED FINDING	CABIN EXIT MARKINGS (EXTERNAL)FADED. ALL MAIN EXITS.
1	C02	USER DESCRIBED FINDING	Rear cargo door seal pulled from structure (refitted during inspection)
1	C02	Door operation instructions missing or unclear	
1	C02	USER DESCRIBED FINDING	Door L3 inspection window for door assist bottle taped in place and preventing visual check of bottle.
1	C02	Bonding wires broken or missing (outside AMM	FWD GEAR (NOSE) BONDING LEAD BROKEN, WITHIN MEL AMM LIMITS
1	C02	USER DESCRIBED FINDING	REAR CARGO DOOR SEAL LOWER LOBE SEAL IS TORN AND DAMAGED IN SEVERAL PLACES
1	C03	USER DESCRIBED FINDING	STBD HORIZONTAL STABILISER, L/E DE-ICING BOOT REPAIR APPX. 1" LIFT ON REPAIR PATCH. NO LOW PRESSURE WARNING DURING FLIGHT. DISCUSSED WITH CAPTAIN, CONSENT TO TAKE A/C
1	C04	Tyre inflation valve(s) cap missing	TYRE INFLATION VALVE CAPS MISSING - 3LH & 2RH MAIN GEAR BOGIES
1	C04	Tyre inflation valve(s) cap missing	TYRE INFLATION VALVE CAP MISSING - PORT MAIN LEFT HAND REAR TYRE
1	C04	Tyre inflation valve(s) cap missing	Tyre inflation valve cap missing
1	C04	Tyre inflation valve(s) cap missing	#8 (REAR OB R/H) TYRE INFLATION VALVE CAP MISSING
1	C04	Tyre inflation valve(s) cap missing	TYRE INFLATION DUST CAP MISSING - NOSE WHEEL RH
1	C04	Tyre inflation valve(s) cap missing	WHEEL #2 & #3 TYRE INFLATION VALVE CAPS MISSING
1	C04	Tyre inflation valve(s) cap missing	#2 WHEEL CAP MISSING
1	C04	USER DESCRIBED FINDING	LEFT HAND BODY GEAR BOTH FORWARD TYRES AND RIGHT HAND BODY GEAR INBOARD TYRE WORN THROUGH CORDS. DEFECT HAD BEEN DISCOVERED & RECORDED BY ENGINEERING AND ASSESSED AGAINST AMM 32.45.04.206.011. PARA 2E (2C) NOTE ALLOWS ADDITIONAL FLIGHTS AT RISK OF FURTHER RETREAD TECH LOG ENTRY AND ADD RAISED REF [REDACTED].
1	C04	Tyre inflation valve(s) cap missing	L/H MLG OUTER WHEEL
1	C05	USER DESCRIBED FINDING	RIGHT HAND MLG STEERING ACTUATOR BONDING LEAD BROKEN. DEFECT TRANSFERRED TO TECH LOG REF [REDACTED], 120 DAYS
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	ALL MAIN UNDERCARRIAGES WERE DIRTY TO THE POINT WHERE AN ACCURATE ASSESSMENT COULD NOT BE COMPLETED
1	C05	USER DESCRIBED FINDING	STB (RIGHT HAND) MAIN LANDING GEAR WIRE LOCKING BROKEN ON TILT ACTUATOR RAM LOCKING NUT. ON SITE ENGINEER ADVISED.
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	Both MLG trucks too dirty to inspect
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	REAR SECTION OF BOTH LANDING GEAR OLEOS VERY DIRTY - UNABLE TO INSPECT.
1	C05	USER DESCRIBED FINDING	RIGHT HAND STEERING ACTUATOR UPPER LUG HAS CRACK (UNABLE TO DETERMINE IF ONLY PAINT CRACK OR FITTING CRACK).
1	C05	USER DESCRIBED FINDING	THE STARBOARD UNDERCARRIAGE SHOWS SIGNS OF OIL LEAKAGE AND THE OLEO IS LOWER THAN PORT UNDERCARRIAGE.
1	C05	USER DESCRIBED FINDING	Nose oleo strut has minor leak from servicing valve area. Oleo extension appears normal.
1	C05	USER DESCRIBED FINDING	Port main undercarriage oleo leaking (in limits).
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	Undercarriage dirty affecting the ability to inspect it
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	

1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	BOTH UNDERCARRIAGE MLG STRUTS TOO DIRTY TO INSPECT
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	Both main undercarriages filthy-full inspection not possible
1	C05	USER DESCRIBED FINDING	LEFT HAND MAIN LANDING GEAR TRUCK TOO DIRTY TO INSPECT
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	MLG too dirty to inspect LH and RH
1	C05	Undercarriage dirty affecting the ability to inspect it and detect potential leakages	LH main landing gear truck beam too dirty to inspect
1	C06	Wheel well dirty affecting the ability to inspect it	Centre wheel well dirty affecting inspection due to previous hydraulic leak
1	C06	USER DESCRIBED FINDING	Evidence of hydraulic leak in left hand wheel well forward bulkhead (in limits).
1	C06	USER DESCRIBED FINDING	WHEEL WELL FIRE EXTINGUISHER SERVICING PLACARD UNREADABLE
1	C06	Wheel well dirty affecting the ability to inspect it	Wheel wells very dirty and evidence of leakage. Hydraulic quantity refilled 11/10/11
1	C07	USER DESCRIBED FINDING	Starboard engine, small pool of oil just rear of turbine blades in cold nozzle assembly. No evidence of leak assessment could be provided.
1	C07	USER DESCRIBED FINDING	Oil leak/seepage on number 2 engine with oil evident on undercarriage, hydraulic pipes and brake piston housings/friction material discussed with pilot and onboard engineer. Aircraft into maintenance for complete repaint.
1	C07	Minor leak/seepage (fuel, oil)	Starboard engine, rear of turbine, pool of oil collected in CNA duct.
1	C07	Minor leak/seepage (fuel, oil)	Number 1 engine
1	C07	Minor leak/seepage (fuel, oil)	No 2 thrust reverser cowl L/H showing oil residue - no sign of dynamic leak.
1	C07	USER DESCRIBED FINDING	NO 1 ENGINE ACOUSTIC PANEL ADJACENT TO IDG COOLER DISTORTED
1	C07	Minor leak/seepage (fuel, oil)	MINOR LEAKAGE OF ENGINE OIL FROM PORT ENGINE
1	C07	Minor leak/seepage (fuel, oil)	MINOR LEAK NOTED IN PORT ENGINE EXHAUST CONE, BEHIND TURBINE DISK
1	C07	USER DESCRIBED FINDING	MISSING RIVET FROM NO2 ENG INTAKE. MEL REF [REDACTED] ALLOWABLE WITH LIMITS. CAPTAIN RAISED LOG BOOK ENTRY
1	C07	Minor leak/seepage (fuel, oil)	Port engine - evidence of oil pooling in CNA in the area of the rear bearing
1	C07	USER DESCRIBED FINDING	Fastener missing from port engine pylon, right side panel
1	C07	Minor leak/seepage (fuel, oil)	Left and right engine show signs of oil leakage
1	C07	USER DESCRIBED FINDING	Fan exit straightener vane paint in poor condition on both engines
1	C07	USER DESCRIBED FINDING	No 1 engine acoustic liners (UID) various panels damaged
1	C08	USER DESCRIBED FINDING	Nicks in right hand engine fan blades
1	C08	USER DESCRIBED FINDING	Number 1 engine fan blade leading edge nick. No record in tech log or dent and buckle chart.
1	C10	USER DESCRIBED FINDING	NO.1 ENGINE LEFT HAND EXHAUST DUCT HAS EXTERNAL DELAMINATION REPAIR WHICH IS NOT RECORDED IN DENT/BUCKLE DAMAGE CHART
1	C10	USER DESCRIBED FINDING	Damage found on trailing edge of flap track fairing aft cone of STA S280 RH side - no mention in the aircraft damage chart but item is in the HIL
1	C11	USER DESCRIBED FINDING	Forward wing body fairing small puncture damage at leading edge left of centreline. Damage entered in tech log page [REDACTED] item 01.
1	C11	USER DESCRIBED FINDING	Lightning strike apparent - rivet head missing aft station 5210 remains sealed. Captain agreed to enter details into Tech Log. No other secondary damage apparent (minor).
1	C11	USER DESCRIBED FINDING	Number 2 engine fan blade tip bent / deformed. No evidence of technical assessment or damage record chart.
1	C11	USER DESCRIBED FINDING	Damage forward and rear of aft cargo door not recorded on dent buckle chart.
1	C11	USER DESCRIBED FINDING	Two small dents noted on the port elevator. Not recorded in dent and buckle chart.
1	C11	USER DESCRIBED FINDING	L/H REAR DOOR AREA PANEL BELOW HAS 2 SCRAPES UNRECORDED IN DENT & BUCKLE CHART. ON FURTHER INVESTIGATION THIS PROVED TO BE PAINT DAMAGE ONLY
1	C11	USER DESCRIBED FINDING	Damage on RH trailing edge wing/body panel recorded in Dent & Buckle chart as paint damage, should be recorded as a crack
1	C12	USER DESCRIBED FINDING	Aft toilet service panel - evidence of fresh blue water leak.
1	C12	USER DESCRIBED FINDING	Evidence of leakage from forward cargo door aft actuator.
1	C12	USER DESCRIBED FINDING	Evidence of leakage from right hand water servicing panel.
1	C12	USER DESCRIBED FINDING	Minor evidence of hydraulic leak, port leading edge slat, pointed out to flying engineer.
1	C12	USER DESCRIBED FINDING	Leak on underside of belly from sump drain.
1	C12	USER DESCRIBED FINDING	EVIDENCE OF HYDRAULIC FLUID - BELLY AREA REAR OF RH GEAR WELL - NO SIGN OF LEAK
1	C12	USER DESCRIBED FINDING	Evidence of leakage on fuselage aft of u/c bays (engineering informed)
1	C12	USER DESCRIBED FINDING	NOSE OLEO MAIN SHOCK SEAL WEEPING (SHOCK STRUT)
1	D01	Minor defects with limited effect on safety	Main cargo deck sidewall cargo lining tape becoming detached at various points, in particular aft of bay 09 right hand side
1	D01	Minor defects with limited effect on safety	Forward cargo upper lining ripped and detached from upper inner attachments.
1	D01	USER DESCRIBED FINDING	Rear cargo hold contains large amount of rubbish - fire hazard
1	D01	Minor defects with limited effect on safety	THERE IS NO FIRE RETARDANT TAPE APPLIED TO THE PANEL JOINTS IN EITHER THE FORWARD OR AFT CARGO BAYS
1	D01	Minor defects with limited effect on safety	THERE IS NO FIRE RETARDANT TAPE LINING THE SEAMS IN EITHER CARGO BAY.
1	D01	Minor defects with limited effect on safety	Cargo divider curtain between aft and bulk holds is torn in several places.
1	D01	Minor defects with limited effect on safety	FIRE SEALING TAPE LIFTING ON FLOOR OF FWD CARGO COMPARTMENT
1	D01	Minor defects with limited effect on safety	(1) Forward cargo hold lower lobe at station 800 r/h - sidewall panel at bottom floor rail is torn and open.□ (2) Rear cargo hold lower lobe at station 1800 l/h side wall panel not secured and raised off side wall.□ (3)rear cargo hold lower lobe at station 1900 roof panel in door way area ceiling not secured and dropping down.□ (4) Lower lobe bulk cargo hold to rear cargo hold divider curtain ripped at two locations right side.□ (5) Door 1L (B1 Area) door trim seal damaged at bottom left hand corner and pulled out of retainer
1	D01	Minor defects with limited effect on safety	REAR HOLD CARGO - SIDE WALL PANEL STA 1800 - 1900 LH PULLED OFF FLOOR RAIL, SIDE WALL PANEL STA 1700 - 1800 RH PULLED OFF FLOOR RAIL & CURTAIN AT REAR OF HOLD TOP LH CORNER HANGING DOWN DUE FASTENER DAMAGED
1	D01	USER DESCRIBED FINDING	FWD CARGO HOLD HAS RUBBISH & DEBRIS IN HOLD
1	D01	USER DESCRIBED FINDING	PART OF CARGO BAY FLOOR IS LIFTING WITH SHARP EXPOSED EDGES (AS LISTED IN ADD)
1	D01	Minor defects with limited effect on safety	Rear Cargo compartment roof damaged. Compartment not in use. DDG refs
1	D01	USER DESCRIBED FINDING	MINOR DENT ON LIP OF FWD CARGO DOOR AREA (INSIDE) CAPTAIN SHOWN, MAINTROL ADVISED.
1	D01	USER DESCRIBED FINDING	Cargo compartment liner is not correctly secured throughout the whole compartment. NB The aircraft is a pax aircraft in a cargo configuration
1	D01	USER DESCRIBED FINDING	AFT CARGO BAY FOUND TO BE UNTIDY WITH DEBRIS PRESENT. (NOT CLEANED)
1	D01	Minor defects with limited effect on safety	FIREPROOF TAPE IN FORWARD CARGO COMPARTMENT REQUIRES REPLACEMENT IN PLACES
1	D01	Minor defects with limited effect on safety	Liner in cabin to protect furnishings loose - re-attached
1	D01	Minor defects with limited effect on safety	Cargo 1 hold has speed tape applied on lower edge of outboard centre panel
1	D01	Minor defects with limited effect on safety	Rear hold ceiling panel has speed tape applied to the corner. Adjacent to the rear stanchion attachment
1	D01	Minor defects with limited effect on safety	Cargo net ripped in two places between bulk hold and rear cargo compartment
1	D01	Minor defects with limited effect on safety	Missing rollers + missing ball mat units. (Aircraft empty on arrival)
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	FORWARD BAGGAGE BAY NET LOCK ASSEMBLY SPRINGS MISSING/DAMAGED
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	Cargo net tie down fasteners, springs missing in rear cargo.
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	CARGO CONTAINER [REDACTED] HAS PUNCTURE DAMAGE
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	FORWARD CARGO COMPARTMENT NETS - LOCK SPRINGS MISSING

1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	FORWARD CARGO BAY NET LOCKING DEVICES - MISSING LOCK SPRINGS
1	D03	USER DESCRIBED FINDING	Cargo net locking devices in FWD cargo area are missing lock springs
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	VARIOUS ROLE EQUIPMENT ITEMS DAMAGED FOR EXAMPLE BALL MAT ROLLER / BEAMS
1	D03	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	Compartment nets holed (various)
1	E01	USER DESCRIBED FINDING	Excessive water draining from rear cargo rear drain valves.
1	E01	USER DESCRIBED FINDING	Information to Captain - Rear megaphone expiry 01-2012.
2	A01	USER DESCRIBED FINDING	No fire gloves stowed on flight deck. One pair of fire gloves re-located to flight deck from rear cabin.
2	A01	Door area monitoring system installed but not available from either pilot-s station	NO CCTV FOR FLT DECK DOOR, ALTERNATIVE PROCEDURES IN USE
2	A01	Door area monitoring system installed but not available from either pilot-s station	DOOR AREA MONITORING SYSTEM INSTALLED BUT NOT AVAILABLE TO EITHER PILOTS STATION( SPYHOLE ONLY) ALTERNATIVE PROCEDURES CARRIED OUT
2	A01	Door area monitoring system installed but not available from either pilot-s station	ALTERNATE PROCEDURES USED
2	A01	Door area monitoring system installed but not available from either pilot-s station	Procedures in place
2	A01	USER DESCRIBED FINDING	Captain & First Officer flight deck seats are in a poor condition with exposed foam
2	A01	USER DESCRIBED FINDING	Flight crew seats both first officer and captain in poor condition with exposed foam, original fabric covering has completely deteriorated
2	A03	USER DESCRIBED FINDING	GPWS database was out of date (expired on 8 February 2012). Operator had identified to crews which 3 airports in Europe were affected (EDDR, EDVE & EGNJ). The crews did not operate into these airports on their normal routing. The crews had acknowledged receipt of this information. Aircraft allowed to despatch on this basis.
2	A03	USER DESCRIBED FINDING	GPWS database was out of date (expired on 8 February 2012). Operator had identified to crews which 3 airports in Europe were affected (EDDR, EDVE & EGNJ). The crews did not operate into these airports on their normal routing. The crews had acknowledged receipt of this information. Aircraft allowed to despatch on this basis.
2	A04	No or incomplete parts of the Operations Manual pertaining to flight operations on board	Incomplete parts of Ops manual on board. (incomplete OMA, no OMC, no OMD)
2	A04	No or incomplete parts of the Operations Manual pertaining to flight operations on board	Unable to establish acceptable procedures to demonstrate compliance with ICAO Doc 7030/4 for RNAV operations
2	A04	Operations manual not issued by the operator	SEVERAL DUPLICATED MANUALS ON BOARD FROM THE PREVIOUS OPERATOR, BOTH SETS REFERRED TO BY CREW
2	A06	Required en-route charts out of date (navigation database up to date)	Required en-route charts out of date (Nav database up to date). Low level 1/2 mill charts out of date. Existing low level charts dated 2006 + 2009 for southern England + Isle of Man.
2	A06	Required en-route charts out of date (navigation database up to date)	Required en-route high level charts out of date - no amendments in Jepps
2	A06	Navigation database out of date (within MEL)	Existing database expired at midnight on 26/07/2012. No up to date paper copies on board
2	A06	USER DESCRIBED FINDING	Required en-route charts out of date (navigation database up to date)
2	A07	MEL does not reflect aircraft configuration or the operations specifications	Inoperative brake fan deferred in DDL. Item referred to was not found in MEL. Investigations showed that this aircraft is the only one in fleet with fans fitted. Item had been deferred after reference to MMEL which allows despatch with no fans operativ
2	A07	MEL does not reflect aircraft configuration or the operations specifications	MEL 35-30-02(A) OXYGEN PORTABLE BOTTLE SHOWS 7 INSTALLED WHEN 9 IN FACT FITTED
2	A07	MEL does not reflect aircraft configuration or the operations specifications	DDPG/MEL IS BOEING DOCUMENT & NOT CUSTOMISED TO [REDACTED] OPERATION
2	A07	MEL does not reflect aircraft configuration or the operations specifications	R/H REAR TOILET FOUND LOCKED OUT BUT RELEVANT NO CHAPTER IN MEL ([REDACTED]) HENCE NO MEL REFERENCE RECORDED. MEL FAILS TO REFLECT AIRCRAFT CONFIGURATION.
2	A07	MEL does not reflect aircraft configuration or the operations specifications	MEL indicates 2 crew seats installed (Cabin Crew) Aircraft has one cabin crew seat installed - A/C config different to MEL
2	A07	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such	UNABLE TO PRODUCE OPERATIONAL PROCEDURES FOR M.E.L. (NO DEFERRED DEFECTS REQUIRING SUCH PROCEDURE)
2	A07	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such	MEL lacking (M) + (O) procedures - noted no carried forward defects
2	A07	MEL not available (no deferred defects)	Crew were unable to find the MEL on board. No deferred defects
2	A08	USER DESCRIBED FINDING	Not on board or cannot be shown by crew. C of R a photocopy, original not onboard.
2	A08	Not on board or cannot be shown by crew	C of R not on board
2	A08	Not on board or cannot be shown by crew	Only a copy of C of R on board.
2	A08	Mismatch of data on CofR and identification plate	Fireproof ID plate in Flight Deck - owner details not as per details on Certificate of Registration Iss 2
2	A08	Not on board or cannot be shown by crew	Certificate of Registration not on board
2	A08	No valid CofR or cannot be shown by crew	FAA reg certificate [REDACTED] displayed on the flight deck door.
2	A10	USER DESCRIBED FINDING	MNPS Approval not listed, also not RNP10 approved.
2	A10	No English translation	AOC WRITTEN IN SPANISH. NO ENGLISH TRANSLATION ON BOARD
2	A10	No English translation	NO ENGLISH TRANSLATION OF AOC.
2	A11	Not on board or cannot be produced by crew	Radio license cannot be produced by crew
2	A11	USER DESCRIBED FINDING	RADIO LICENCE NOT ON BOARD
2	A11	USER DESCRIBED FINDING	RADIO LICENCE COULD NOT BE PRODUCED BY THE CREW AT THE TIME OF INSPECTION
2	A12	USER DESCRIBED FINDING	CERTIFICATE OF AIRWORTHINESS EXPIRED 20/10/2010 BUT EXTENSION LETTER DATED 19/10/2010 REF: [REDACTED] GRANTED UNTIL 25/01/2011 - NOT ORIGINAL COPY
2	A13	Content and use of the Operational Flight plan not in accordance with the operations manual	No fuel consumption monitoring on flight plan in accordance with ops manual
2	A14	Incorrect mass and/or balance calculations, within a/c limits, and having no effect on the performance calculations	THE DRY OPERATING MASS (DOM) / DRY OPERATING INDEX (DOI)ON THE LOADSHEET REFLECTED FIGURES OF DOM 34679 DOI 33-0. HOWEVER, THE PART B EXTRACT DATED 30/09/10 REFLECTED THAT DOM 34399 DOI 32.0 SHOULD HAVE BEEN USED.
2	A14	USER DESCRIBED FINDING	Mass & Balance Sheet / Load Plan showed incorrect loading configuration for inspected aircraft; loading restriction stated for compartment 4 does not apply as a/c not fitted with APU (Moderator note: Finding upgraded from Cat 1 to Cat 2 post inspection. If the computer generated load sheet in use was for an aircraft WITH an APU fitted, the APS / Dry Operating Mass / C of G values used in the completed load sheet would not apply to an aircraft WITHOUT an APU. Request that this aspect be queried with NAA/Operator in addition to original finding)
2	A14	USER DESCRIBED FINDING	FOUND AFTER INSPECTION AND AFTER A COPY OF THE SAFE FORM 1000 HAD BEEN HANDED TO CREW. FINAL LOAD SHEET SHOWED 1000KG IN HOLD 5 (BULK), ON INVESTIGATION 4 BUGGIES AND A MANUAL WHEELCHAIR WERE FOUND LOADED. THIS DID NOT ADD UP TO 1000KG, LMC PERFORMED AND A/C RELEASED.
2	A17	No or unserviceable safety harness for a flight crew seat other than the pilot seats (e.g. large	FLIGHT ENGINEERS SAFETY/SHOULDER HARNESS JAMMED. DOES NOT EXTEND/RETRACT
2	A20	USER DESCRIBED FINDING	P1 LICENCE STATES "ENGLISH PROFICIENT" BUT NO LEVEL STATED. P1 HAD GOOD ENGLISH LANGUAGE SKILLS.
2	A20	No proper validation issued by the State of registry	First officer had no validation certificate from [REDACTED] NAA for [REDACTED] FCL
2	A20	Spare correcting spectacles not available (for multi	CAPTAIN DID NOT HAVE SPARE SPECTACLES
2	A20	No proper validation issued by the State of registry	FIRST OFFICER NOT CARRYING VALIDATION TO SUPPORT FLIGHT CREW LICENCE
2	A20	No proper validation issued by the State of registry	Validation Certificates held at main base, unable to inspect as not present on aircraft. (Finding upgraded from 'G' post inspection)
2	A20	USER DESCRIBED FINDING	FIRST OFFICER DID NOT HAVE A SPARE PAIR OF CORRECTING SPECTACLES
2	A20	Pilot licences endorsed with an English language proficiency level lower than Level 4 (and no	Capt [REDACTED] licence endorsed with english level 3. Unable to say if there is a corrective action plan in place
2	A20	Spare correcting spectacles not available (for multi	First Officer does not have second pair of spare spectacles

2	A21	Journey logbook or General Declaration not on board	AIRCRAFT DID NOT HAVE A CURRENT TECHNICAL LOG ON BOARD. LAST SECTOR PAGE OF PREVIOUS LOG WAS DATED 30/01/2011
2	A22	USER DESCRIBED FINDING	Procedures for PIC accepting the maintenance release are unclear, maintenance release apparently issued prior to departure from [REDACTED] on 06/02/2012 but PIC does not sign to accept aircraft anywhere (in Tech log)
2	A23	No evidence of identification nor monitoring of visible damage	LEFT HAND FUSELAGE DENT APPROXIMATELY 8TH WINDOW FORWARD OF REAR DOOR LEFT HAND BELOW WINDOW LINE. DEFECT ASSESSED BY ENGINEERING, CONFIRMED AS WITHIN LIMITS AND DEFERRED TO NEXT 'A' CHECK
2	A23	USER DESCRIBED FINDING	ADD LOG CONTAINED SEVERAL ENTRIES WHICH WERE UNSUPPORTED BY MEL OR AMM REFERENCES, AS EVIDENCED BY ADD [REDACTED] FOR THRUST REVERSER ACTUATOR CRACK (ITEM 3)
2	A23	No evidence of identification nor monitoring of	Damaged leading edge right hand wing (dented) between engine & wing root
2	A23	No evidence of identification nor monitoring of	Number 3 engine nose cowl dented. No evidence of inspection in aircraft documents.
2	A23	Known defect not reported/assessed	Carpet at rear of cabin taped down at entry into aft galley area - defect not in hold items list.
2	A23	USER DESCRIBED FINDING	The Elcon threaded battery connector for the main aircraft battery (located in aft freight hold), had been disconnected without any defect record being made in the aircraft Technical Log
2	A23	No evidence of identification nor monitoring of	Refers to C11 cracked right hand MLG door
2	A23	Known defect not reported/assessed	NO RECORD OF AFT TOILET SERVICE DOOR REMOVAL IN AIRCRAFT LOG BOOKS
2	A23	Known defect not reported/assessed	Deferred defect log item [REDACTED], no mel reference, no category indicated and no expiry date shown for defect, "F/O side # 2 window delamination on top corner", also no AMM or SRM references. Maintenance action : [REDACTED] engineering updated log to reference AMM [REDACTED]
2	A23	Known defect not reported/assessed	ARMREST DEFECT (BROKEN END CAPS) 12D/12E NOT RECORDED IN CABIN LONG AND TECH LOG. FOUND TAPED UP. MAINTENANCE COMPANY [REDACTED] ENGINEER DEFERRED DEFECT. IAW MEL REF [REDACTED] TECH LOG PAGE [REDACTED]
2	A23	USER DESCRIBED FINDING	MULTIPLE CABIN LOG ENTRIES OVER SEVERAL SECTORS FOR TRAY TABLES FALLING DOWN - TRAYS BEING SECURED WITH TAPE WITH NO EVIDENCE OF BEING FIXED. CABIN LOG REFERENCES [REDACTED]
2	A23	USER DESCRIBED FINDING	DEFERRED DEFECT (FDD) # [REDACTED] HAS NO MEL REF, CATEGORY OR DUE DATE. (FUEL TOTALISATION LESS THAN CALCULATION 1.0 TONNE)
2	A23	USER DESCRIBED FINDING	DEFERRED DEFECT [REDACTED] NO LAE SIGNATURE OR AUTHORISATION NO: FOR TRANSFERRING/RAISING/ASSESSING MAINTENANCE & TRANSFERRING ITEM
2	A23	USER DESCRIBED FINDING	CABIN LOG [REDACTED], 'FWD JUMP SEAT DOESN'T RETRACT PROPERLY' - DEFECT CLEARED AS RECTIFIED IN CABIN LOG BUT NO CRS FOR FUNCTIONAL CHECK. THE SEAT STILL RETRACTS SLOWLY & IS ERRATIC.
2	A23	USER DESCRIBED FINDING	NO EVIDENCE OF IDENTIFICATION NOR MONITORING OF VISIBLE DAMAGE - NO 1 & NO 2 ENGINES FAN BLADE DELAM ON CONVEX FACE
2	A23	Known defect not reported/assessed	SEE B6 - SEAT ARMRESTS
2	A23	USER DESCRIBED FINDING	DEFERRED ITEM ACCORDING TO MEL SHEET HAS DEFECT (WO [REDACTED] PAX SEAT 1E BACK REST BROKEN) DUE RECTIFICATION BY 29/11/11. ISS (DEFERRED) 3/4/11 CAT D (120 DAYS), BUT NO EVIDENCE OF A REPAIR INTERVAL EXTENSION (RIE). [REDACTED] FAXED WORK ORDER PROVIDED SHOWING RIE.
2	A23	Known defect not reported/assessed	AIRCRAFT ON GROUND WITH FUEL LEAK - NOT RECORDED IN TECH LOG (FROM 20.30 17/09/2011)
2	A23	No evidence of identification nor monitoring of visible damage	PAINT DAMAGE ON I/B (SIDE OF) NO2 ENGINE, COVERED BY LARGE AMOUNT OF SPEED TAPE. DAMAGE CHART REFERS TO SRM TO BE REPAIRED AT FIRST OPPORTUNITY. NO TIME LIMIT SPECIFIED ON DEFECT IN ADD'S & NO REQUIREMENT TO MONITOR DAMAGE FOR DETERIORATION
2	A23	USER DESCRIBED FINDING	This aircraft was inspected by UK CAA on [REDACTED], see [REDACTED]. The B12 defect relating to tray tables at the emergency exit rows remains in the condition seen on despatch after this earlier inspection, i.e., the tables are secured in the upright position with gaffer tape thus protecting the exit path. However, the deferred defect entered at the time [REDACTED], which detailed the failed tray table locks, has subsequently been signed off without the locks being repaired or replaced. Therefore, there is no evidence that the gaffer taped tray tables are considered a temporary solution pending repairs to the locks. Whilst the taped trays offer no exit hazard (the seat rows are not available for passenger carriage), it is difficult to establish what [REDACTED] have put in place to ultimately return to seats to their design standard.
2	A23	Known defect not reported/assessed	See C11 Speed tape repair
2	A23	USER DESCRIBED FINDING	Ref ADD [REDACTED] for fuel leaks both LH and RH tank dated 22/08/11. Nil corrective action proposed or due date limiting ADD given.
2	A23	No evidence of identification nor monitoring of visible damage	There was no information in the A/C technical log referring to these repairs (C07 outlet guide vanes) in hold items or dent & buckle
2	A23	Known defect not reported/assessed	Refer to C11
2	A23	No evidence of identification nor monitoring of	See finding relating to item C12
2	A23	No evidence of identification nor monitoring of	Refer to C10 finding
2	A23	Known defect not reported/assessed	Known defect of speed tape on No 2 eng pylon not written in tech log (information given to crew in crew notice)
2	A23	No evidence of identification nor monitoring of	Refer to C4 finding relating to tyres
2	A23	Known defect not reported/assessed	Fire extinguisher bottle in cabin has broken fixing. It has been written in tech log but not repaired and not deferred. Originally written up on 06/07/2012 Tech log [REDACTED]. Extinguisher restowed safely in locker.
2	A23	No evidence of identification nor monitoring of	Ref C7
2	A23	Known defect not reported/assessed	Dent on inside lip of no 2 engine has not been reported and written up. See C7. SAFA Inspector observed T/L entry
2	A23	No evidence of identification nor monitoring of	Ref finding C7
2	A23	No evidence of identification nor monitoring of visible damage	Re C10 Although windscreen replaced & ADD cleared, no defect raised for ultimate removal of speed tape used to aid sealant curing.
2	A23	Known defect not reported/assessed	Re C1
2	A23	No evidence of identification nor monitoring of	Re C11
2	A23	No evidence of identification nor monitoring of	Ref A1
2	A23	No evidence of identification nor monitoring of	Re C1 (paint damage)
2	A23	USER DESCRIBED FINDING	LH & RH engine fuel leak into pylon/MLG bays raised on 2 May 2011 deferred IAW AMM with re-inspect every 100FH; numerous maintenance inputs completed and defect(s) remain open. See photos
2	A23	No evidence of identification nor monitoring of	Re C10
2	A23	No evidence of identification nor monitoring of	Re - C1
2	A23	Known defect not reported/assessed	Re - C1
2	A24	Pre-flight inspection performed but without	Preflight completed but crew failed to notice damage to fan blade leading edge on No 3 engine
2	A24	Pre-flight inspection performed but without noticing obvious defects	FLIGHT CREW PRE-FLIGHT INSPECTION CONDUCTED WITHOUT NOTICING UNLATCHED R/H AIR CONDITIONING BAY DOOR CATCH
2	A24	Pre-flight inspection performed but without	GREEN NAV LIGHT INOP & NOT NOTICED DURING PRE-FLIGHT INSPECTION
2	A24	Pre-flight inspection performed but without	Right green navigation light u/s with flight deck switch in No 2 position
2	A24	Pre-flight inspection performed but without	Upper deck lavatory fire extinguisher empty (see B1)
2	A24	Pre-flight inspection performed but without	See C11 Leading edge dent
2	A24	Pre-flight inspection performed but without	Ref C10
2	A24	Pre-flight inspection performed but without	Refer to C1
2	A24	Pre-flight inspection performed but without	Pre-flight inspection carried out without noticing C1 defect.
2	B01	Galley/lavatory waste receptacle access door	Aft galley waste receptacle door - not sprung closed
2	B01	USER DESCRIBED FINDING	IFE wiring, seat power cables not in seat track. Cables visible by carpet wear throughout cabin.
2	B01	USER DESCRIBED FINDING	Carpet flapping loose at 16GF and 16EDC
2	B01	USER DESCRIBED FINDING	Aft left hand cabin crew seat safety equipment stowage does not latch shut with broken trim above latches. Does not obstruct exit as stowage door is sprung loaded in closed position.
2	B01	Galley/lavatory waste receptacle access door	Inboard lavatory waste flap in lavatory of row 25 in operative.
2	B01	USER DESCRIBED FINDING	IFE cover missing seat 21H several others are loose and detached throughout ECY cabin. Drawn to the attention of the captain for technical log entry and rectification.



2	B01	Galley/lavatory waste receptacle access door	Both aft galley bin access door covers not spring loaded closed
2	B01	Galley/lavatory waste receptacle access door	Aft toilet waste bin flap catches on bin internal structure and does not close fully
2	B01	Galley/lavatory waste receptacle access door	Toilet 4R waste receptacle access door cover not spring loaded closed
2	B01	USER DESCRIBED FINDING	GALLEY/LAV WASTE RECEPTICLE DOOR ACCESS - FWD GALLEY - BUCKLED & NOT FLUSH
2	B01	Galley/lavatory waste receptacle access door	Front & rear galley
2	B01	USER DESCRIBED FINDING	Lavatory L-61(?) waste receptacle built in fire extinguisher showing in red band - possibly low pressure & empty
2	B01	Galley/lavatory waste receptacle access door	NEXT TO DOOR 2L
2	B01	Galley/lavatory waste receptacle access door	GALLEY 4L WASTE RECEPTICLE ACCESS DOOR NOT FLUSH
2	B01	Galley/lavatory waste receptacle access door	LAVATORY D WASTE RECEPTICLE ACCESS DOOR COVER NOT SPRING LOADED CLOSED OR FLUSH
2	B01	USER DESCRIBED FINDING	ROW 12, 23 AISLE CARPET JOINT COVERS - SCREWS MISSING POSSIBLE TRIP HAZARD - IF REMAINING SCREWS MIGRATE OUT OF COVER STRIP
2	B01	USER DESCRIBED FINDING	SEAT CABLES UNDER SEAT (ELECTRICAL WIRES) HANGING LOOSE & NOT STOWED & TIED TO SEAT FRAME, SEATS 19AB, 22AB, 22ED, 29ED
2	B01	USER DESCRIBED FINDING	SEAT (1FE) ELEX BOX, NOT SECURED & HANGING LOOSE, SEATS 1GF, 5AB, 4GF
2	B01	Galley/lavatory waste receptacle access door	Under galley #2 stowage 244R waste cart 04/09 flap not sprung loaded closed & bottom r/h corner bent inwards
2	B01	Galley/lavatory waste receptacle access door	Galley R1
2	B01	Galley/lavatory waste receptacle access door	AFT GALLEY WASTE BIN DOOR NOT SPRING LOADED - NO LOG BOOK ENTRY. ENTRY MADE BY CAPTAIN
2	B01	Galley/lavatory waste receptacle access door cover not spring-loaded closed	WASTE FLAP AFT GALLEY R/H BIN NOT SPRING LOADED CLOSED. FLAP TAPED CLOSED TECH LOG [REDACTED], ITEM DEFERRED
2	B01	Galley/lavatory waste receptacle access door cover not spring-loaded closed	WASTE FLAPS NOT SPRING LOADED FLUSH ON FWD GALLEY & BOTH REAR GALLEY WASTE RECEPTICLES
2	B01	Galley/lavatory waste receptacle access door	Lavatory G waste bin flap not sprung loaded flush.
2	B01	Galley/lavatory waste receptacle access door	Galley R2
2	B01	USER DESCRIBED FINDING	WIRING BECOMING EXPOSED UNDER CARPET THROUGHOUT CABIN
2	B01	Galley/lavatory waste receptacle access door	DEFECT ENTERED IN TECH LOG
2	B01	Galley/lavatory waste receptacle access door	MID BATHROOM - LAVATORY WASTE RECEPTICLE ACCESS DOOR JAMMED CLOSED
2	B01	Galley/lavatory waste receptacle access door	R2 GALLEY WASTE BIN NOT SPRING LOADED CLOSED
2	B01	Galley/lavatory waste receptacle access door	R1/L2
2	B01	USER DESCRIBED FINDING	CABIN WIRING ROUTED UNDER CARPET IN MAIN CABIN, ROWS 7-33 AT NUMEROUS LOCATIONS. LH, RH AND CENTRE SEAT ROWS
2	B01	USER DESCRIBED FINDING	WIRES EXPOSED AT SEAT ROW 39A/C, COMPANY ENGINEER ON BOARD AT TIME INFORMED
2	B01	USER DESCRIBED FINDING	REAR LH MEGAPHONE NOT SECURED IN STOWAGE MOUNTING IN OVERHEAD LOCKER, CREW INFORMED REPORTED TO ENGINEERING AS MOUNTING U/S
2	B01	USER DESCRIBED FINDING	IFE WIRING VISIBLY WEARING CARPET AT SEAT ROWS 6-13 JKL AND 9-11 ABC
2	B01	USER DESCRIBED FINDING	IFE WIRING CABLE EXPOSED BESIDE SEAT ROW12A, TECH LOG ENTRY RAISED BY ENGINEERING, ADD RAISED 32307/2
2	B01	Cabin interior layout obviously not furnished in accordance with certified design specifications	Aft cabin crew seats, seat covers worn to lining
2	B01	USER DESCRIBED FINDING	Lavatory 3MH waste container door does not stay latched (damaged latch) breaking the container fire seal.
2	B01	USER DESCRIBED FINDING	TOILET DOOR ASH TRAY ASSEMBLY MISSING FROM STOWAGE (L11). T/L ENTRY RAISED TOILET CREW USE ONLY T/L72312 ADD RAISED
2	B01	USER DESCRIBED FINDING	Wires visible under carpets at rows 2AC 3AC 6ABC 7ABC & visible at 2A
2	B01	USER DESCRIBED FINDING	Heavy build up of dust and fluff at rear of J class seats to bulkhead
2	B01	Galley/lavatory waste receptacle access door	Galley waste cart at posn 201 (RHS) does not spring closed
2	B01	Cabin interior layout obviously not furnished in accordance with certified design specifications	Rear cabin crew seat by R/H door has a worn head cushion with the lining/filling exposed
2	B01	Galley/lavatory waste receptacle access door	Aft left toilet waste bin flap not closing - U/S. Toilet inop, locked closed
2	B01	USER DESCRIBED FINDING	Cabin galley items stowed behind seat rows 16 + 39 slowing access to emergency evacuation
2	B01	USER DESCRIBED FINDING	Floor covering in fwd galley loose. Potential trip hazard from edge of flooring at joint.
2	B02	USER DESCRIBED FINDING	Evidence of domestic power cables and coffee maker in galley, used for laptops on ground. See attached photos.
2	B03	USER DESCRIBED FINDING	Emergency equipment chart at seat R2 differs from Cabin crew manual section [REDACTED] dated 01/02/2010. □ First Aid Kit and ELT etc, locations differ. (Revision status of crew copy not shown but correct for aircraft).
2	B03	Medical supplies not stored in a secured location	First aid kit located above 30ABC not secured or placarded
2	B03	Medical supplies not identified as such	THE DOCTORS BOX WAS NOT IDENTIFIED ON THE OVERHEAD BIN.
2	B03	Medical supplies not stored in a secured location	First aid kit 30D & 3D not secured. Eye wash placarded at 31D with no eye wash equipment stowed.
2	B03	Medical supplies not identified as such	1ST AID KIT STOWED AT AFT B/HEAD NOT PLACARDED
2	B03	USER DESCRIBED FINDING	MEDICAL SUPPLIES NOT IDENTIFIED AS SUCH - NO PLACARD OR IDENTIFIER FOR 1ST AID KIT IN AFT STOWAGE
2	B03	Medical supplies not identified as such	FIRST AID KIT FOUND STOWED AT 33AC - NO PLACARD OR IDENTIFIER
2	B03	Medical supplies not identified as such	Door 1R emergency equipment stowage contains first aid kit but no placard on access door
2	B03	Medical supplies not identified as such	FIRST AID KIT AT 1AC & 22ABC NOT IDENTIFIED AS SUCH ON OUTSIDE OF HATBIN BY A PLACARD
2	B03	Medical supplies not stored in a secured location	MEDICAL KIT ABOVE ROW 1H/INOT SECURED IN OVERHEAD LOCKER
2	B03	USER DESCRIBED FINDING	FIRST AID KIT SECURED TO L4 DOOR FWD BULKHEAD NOT ADEQUATELY SECURE
2	B05	Life jackets / Flotation devices not easily accessible and required for the type of flight	PAX LIFE JACKETS NOT EASILY ACCESSIBLE IN THE SEATED AND BELTED POSTION. THEY ARE LOCATED IN THE REAR POCKETS OF THE SEAT.
2	B05	Life jackets / Flotation devices not easily accessible and required for the type of flight	Life jacket clear plastic door flap not latching closed at seat 57H
2	B05	USER DESCRIBED FINDING	Seat row 4A lifejacket access panel held in place by masking tape
2	B06	USER DESCRIBED FINDING	Trim hanging down below seat 31D
2	B06	USER DESCRIBED FINDING	SEATS 1E 16F 28D SEAT BACKS MISSING AND REMOVED - MEL (M) PROCEDURE REFERS TO SEATS BEING INOP IN OTHER THAN UPRIGHT POSITION BUT NO PROCEDURE TO REMOVE SEAT BACKS AS PART OF MAINTENANCE ACTION. SEATS ARE INCORRECTLY DEFERRED PER MEL 25.20.01B. FURTHER INVESTIGATION IMPRACTICAL DUE TO PRESSURE OF PAX BOARDING.
2	B06	USER DESCRIBED FINDING	PAX ENTERTAINMENT SEU COVER BOX BROKEN & NOT SECURE BELOW SEAT 9G
2	B06	USER DESCRIBED FINDING	Seat Electronics Unit (SEU) cover below seat 2FD not securely attached
2	B06	USER DESCRIBED FINDING	IFE BOX COVERS 8E,14E AND 21C NOT SECURED EXPOSING IFE WIRING.
2	B06	USER DESCRIBED FINDING	IFE box cover missing front outboard leg of seat 40A
2	B07	Emergency exit(s) not marked with the appropriate	Type III placard at row 11B defaced
2	B07	USER DESCRIBED FINDING	NO SERVICEABLE TORCH IN FLIGHT CREW REST AREA
2	B07	Emergency exit(s) not marked with the appropriate	OVERWING EXIT INSTRUCTIONS MISSING FROM SEAT 13B
2	B07	USER DESCRIBED FINDING	Row 7 to 14 floor path emergency lighting unserviceable
2	B07	Emergency exit(s) not marked with the appropriate operating instructions	B7/4: L/H AND R/H OVERWING EXITS HAVE DIFFERENT OPERATING INSTRUCTIONS ON SEAT BACKS AND EXITS
2	B08	USER DESCRIBED FINDING	DOOR 2L SLIDE INSPECTION WINDOW OPAQUE, OBSCURING PRESSURE READING.
2	B08	USER DESCRIBED FINDING	The ELT fitted above row 24 ABC is not placarded to establish its position
2	B09	USER DESCRIBED FINDING	4 off O2 bottles at rear righthand toilet wall stowage not placarded.
2	B09	Portable breathing equipment not at indicated location	PBE NOT AT INDICATED LOCATION - 27ABC HAS PLACARD FOR PBE BUT NON FITTED - (PBE COMPLIMENT IS AS PER QRC)
2	B09	USER DESCRIBED FINDING	OXYGEN BOTTLE BEHIND REAR SEAT - ROW 14FD NOT PLACARDED ON BULKHEAD.
2	B09	Oxygen supply not readily accessible and required for the type of flight	OXYGEN CYLINDER AT DOOR UR2, NOT READILY AVAILABLE DUE TO STOWAGE OF SPARE LIFE JACKETS AND SEAT BELTS. EMIRATES ENGINEEERS RELOCATED EQUIPMENT ELSEWHERE
2	B09	Oxygen supply not readily accessible and required	OXYGEN BOTTLE FOUND COVERED WITH SEAT BELTS, BLOCKING ACCESS
2	B09	Oxygen supply not readily accessible and required for the type of flight	Aft overhead locker containing O2 cylinders over stowed with extension seat belts and children's seat belts blocking O2. Oxygen supply not readily available. (Excess items not placarded equipment)



2	B09	Oxygen supply not readily accessible and required	See image attached
2	B09	USER DESCRIBED FINDING	O2 cylinder at row 26ABC [REDACTED] Pressure gauge glass broken
2	B09	The number of serviceable oxygen dispensing units does not meet the minimum number requirements (individual CoFA issued on or after 9 November 1998)	x5 Portable oxygen masks were found to be manufactured between 2003-2006 with no expiry dates evident. Part no. [REDACTED]. email received from [REDACTED] Maintenance Control this is legal with no expiry. □ Re-categorized post inspection following information from mask manufacturer and [REDACTED] maintenance program. Please see attachments
2	B09	Oxygen supply not readily accessible and required	Oxygen bottles in overhead locker covered in magazines - mags removed. (see photo)
2	B09	USER DESCRIBED FINDING	All oxygen drop down panels taped closed on four edges with security tape preventing deployment in lavatories.
2	B10	USER DESCRIBED FINDING	Safety instruction card shows latch type seat belt when button release type seat belts are fitted.
2	B10	"Fasten seat belt" sign(s) unserviceable	Fasten seat belt at row 24(R) & 7(R) unserviceable, 24 (L) dim.
2	B10	USER DESCRIBED FINDING	Instructions cards contain inaccurate information. Liferaft not stowed in correct position in accordance with the Safety Instruction Card.
2	B10	"Fasten seat belt" sign(s) unserviceable	Return to seat signs unserviceable at 30ABC, 28ABC, 15ABC, 15DEF, 10ABC, 8ABC & 8DEF.
2	B10	"Fasten seat belt" sign(s) unserviceable	Numerous fasten seat belt signs unserviceable. Cabin crew notified and Tech Log entry made & MEL ref noted.
2	B10	Instructions cards contain inaccurate information	No placards for cabin seat life jacket locations contrary to information on briefing card.
2	B10	Instructions cards contain inaccurate information	SAFETY CARD SHOWS TWO CHAMBER LIFE VEST WHEN SINGLE CHAMBER VEST FOUND
2	B10	Instructions cards contain inaccurate information	SAFETY CARD SHOWS 1B SINGLE SEAT LIFE VEST LOCATION AS IN STOWAGE TO LEFT OF SEAT. LIFE VEST FOUND STOWED IN UNDER SEAT FOOT REST. ALSO SHOWS FIRST AID KIT STOWED IN STOWAGE BEHIND FLIGHT DECK - IN FACT FOUND IN AFT STOWAGE AND PLACARDED AS SUCH ON DOOR
2	B10	Instructions cards contain inaccurate information	Instruction cards contain inaccurate in regard to floor prox strip markings at emergency exits (card dated [REDACTED])
2	B10	Instructions cards contain inaccurate information	Mismatch of cabin safety cards for pax with regards to floor path lighting. Showing Saftglo fitted whereas aircraft had seat lighting installed.
2	B11	Cabin crew not familiar with the location and/or operation of emergency equipment	CABIN CREW NOT AWARE OF LOCATION OF EMERGENCY EQUIPMENT LOCATION IN FCOM OR ANY DOCUMENT
2	B11	Cabin crew not familiar with the location and/or operation of emergency equipment	CREW UNAWARE OF EMERGENCY EQUIPMENT LOCATION IN VIP AREA
2	B13	USER DESCRIBED FINDING	DURING INSPECTION IT WAS NOTED THAT ALL OF THE OVERHEAD STOWAGE BINS HAD ALL HAD THE MAXIMUM WEIGHT LIMIT PLACARDS PAINTED OVER
2	C01	Aircraft very dirty affecting the ability to inspect it	STANDBY STATIC PORT MARKINGS DEGRADED
2	C01	Paint damage with exposed composite	Paint damage on engine inlet cowl exposing base composite material, engines 1 & 4.
2	C01	Safety markings not applied or unreadable	Decal aft of aft cargo door damaged
2	C01	Safety markings not applied or unreadable	No.1 engine outbound hazard area placard deteriorated.
2	C01	Paint damage with exposed composite	Right hand main gear body door has cracked paint and exposed gel on bubble fairing.
2	C01	Paint damage with exposed composite	No.1 engine intake paint damage with exposed composite.
2	C01	Safety markings not applied or unreadable	'Caution escape slide' placard not placarded for right hand slide door.
2	C01	Safety markings not applied or unreadable	L/H & R/H FUEL VENT DECAL & ADJACENT PANEL DECAL ERODED
2	C01	Safety markings not applied or unreadable	SEVERAL DECALS WORN & ERODED ie. STATIC PORT IDENTIFICATION, CAUTION ESCAPE SLIDE 2R & 3L. FLIGHT RECORDER LOCATION. ENG #1 & #2 HAZARD WARNING AREAS
2	C01	Safety markings not applied or unreadable	THE FOLLOWING DECALS ARE PART MISSING: □ * L/H STATIC PORT IDENTIFIER □ * FWD OF R/H STAB 'CAUTION FLIGHT RECORDER HERE'
2	C01	Safety markings not applied or unreadable	Fuel tank vent/fuel pressure relief decals left & right erroded.
2	C01	Safety markings not applied or unreadable	Door 2R 'do not open door if warn light flashing' partially missing & danger placard faded
2	C01	Safety markings not applied or unreadable	R/H OVERWING ESCAPE EXTERNAL PLACARD UNREADABLE
2	C01	Paint damage with exposed composite	PAINT DAMAGE EXPOSING COMPOSITE ON R/H ELEVATOR & RADOME
2	C01	Safety markings not applied or unreadable	DOOR 1L OPEN EXIT & DANGER PLACARD/INSTRUCTIONS ON EXTERIOR OF DOOR ERODED. DOOR 2R EXTERIOR SLIDE PANEL - 'CAUTION ESCAPE SLIDE' PLACARD WORN. DOOR 3L EXTERIOR DANGER PLACARD WORN/ERODED. DOOR 4L EXTERIOR OPEN & DANGER PLACARDS ERODED.
2	C01	Safety markings not applied or unreadable	L&R STDBY STATIC PORT DECALS WORN DOOR 1R, 4L, 4R EXTERIOR PLACARDS FOR DANGER & CAUTION INFORMATION WORN. 'FLT RECORDER HERE' PLACARD WORN, OVERWING ESCAPE EXITS EXTERIOR 'EXIT' PLACARDS WORN/ERODED AWAY
2	C01	Safety markings not applied or unreadable	WING/BODY FAIRING L/H SIDE, AIR DRIVEN PUMP EXHAUST 'WARN HIGH POWER AIR EXHAUST' DECAL WORN
2	C01	Safety markings not applied or unreadable	Emergency exit exterior placards worn & unreadable
2	C01	Safety markings not applied or unreadable	HAZARD AREA LINES FADED & WORN ON INLETS #1 AND #2 ENG.
2	C01	Safety markings not applied or unreadable	R1 TOP HALF OF EXTERIOR DOOR OPERATING INSTRUCTIONS MISSING
2	C01	Paint damage with exposed composite	PAINT ON UNDERBELLY MISSING FROM GEAR BAYS TO CARGO HOLDS
2	C01	USER DESCRIBED FINDING	TYRE PRESS INFLATION PLACARD R/H GEAR DOOR MISSING
2	C01	Safety markings not applied or unreadable	PLACARD 'INFLATE TYRES WITH NITROGEN' ON OUTSIDE OF GEAR DOORS UNREADABLE
2	C01	Paint damage with exposed composite	Paint missing from radome
2	C01	Safety markings not applied or unreadable	LEFT & RIGHT TIP TANKS - FUEL ADDITIVE DECAL WORN AND FADED (PLACARD WORN)
2	C01	Safety markings not applied or unreadable	Static port placard below L/H emergency exit is worn faded
2	C01	Paint damage with exposed composite	No2 Engine inlet cowl paint flaking showing composite
2	C01	Paint damage with exposed composite	No2 Engine nose cowl paint flaking exposing composite
2	C01	Safety markings not applied or unreadable	Warning decals peeling away on No2 Engine thrust reverser lower doors.
2	C01	Safety markings not applied or unreadable	TOWING WARNING AND LIMITS PLACARD ON NOSEGEAR LEG IS PARTIALLY MISSING AND WORN AND THEREFORE UNREADABLE.
2	C01	Safety markings not applied or unreadable	EMERGENCY OVERWING EXIT SIGN PLACARDING IN PARTIAL ENGLISH ONLY. NO RED 'EXIT' SIGN WORDING, ONLY 'SALIDA'
2	C01	Safety markings not applied or unreadable	L/H FAN COWL (INNER) SAFETY MARKING NEAR INLET WORN & UNREADABLE
2	C01	Safety markings not applied or unreadable	External emergency exit placard becoming unreadable
2	C01	Safety markings not applied or unreadable	Door 1 right. Contrasting edge paint around periphery of door in very poor condition
2	C01	Paint damage with exposed composite	No 1 engine I/B fan cowl above drain mast area of missing paint and filler exposing composite approx 4 inches x 4 inches
2	C01	Paint damage with exposed composite	Surface protection lost exposing skin, also o/b t/e flap access panels r/h lower surface composite lay-up exposed. Surface protection lost similarly flap canoes. Photo details sent to [REDACTED]
2	C01	Safety markings not applied or unreadable	FUEL VENT PLACARD MISSING LH WING, BOTH FUEL OVERPRESSURE RELIEF VALVE DECAL'S MISSING ( GIVE OPERATION INSTRUCTION)
2	C01	USER DESCRIBED FINDING	R/H WING OUTBOARD FLAP FAIRING (WING) LOWER SKIN HAS PULLED RIVETS AND EXPOSED COMPOSITE
2	C01	Safety markings not applied or unreadable	FWD AVIONIC BAY DOOR, OPERATING INSTRUCTION PLACARDS BADLY ERODED ON LOWER NOSE OF AIRCRAFT
2	C01	Paint damage with exposed composite	L/H WING ROOT FWD WRAP ROUND FAIRING HAS PAINT MISSING EXPOSING COMPOSITE
2	C01	Safety markings not applied or unreadable	VARIOUS DECALS IN POOR CONDITION, OUTFLOW VALVE SAFETY MARKING POOR CONDITION
2	C01	USER DESCRIBED FINDING	BOTH LH/RH WING FUEL VENT DECAL AND OVERPRESSURE VALVE INSTRUCTIONS UNREADABLE
2	C01	Paint damage with exposed composite	Paint damage to several leading edge flaps between No's 1, 2, 3 & 4 engines exposing composite material
2	C01	Safety markings not applied or unreadable	RAM AIR TURBINE WARNING MARKINGS IN POOR CONDITION
2	C01	Paint damage with exposed composite	PAINT DAMAGE EXPOSING COMPOSITE ON PANEL 191BB LEADING EDGE AND ADJACENT TO FASTENER HOLES. PANELS 192EB AND 192FB ALSO HAVE PAINT DAMAGE AROUND FASTENER HOLES.
2	C01	Safety markings not applied or unreadable	There were no safety markings applied to the Ram Air Turbine
2	C01	Paint damage with exposed composite	No 2 engine lower part of cowling has paint damage and exposed composite.
2	C01	Paint damage with exposed composite	R/H engine pylon - access panels inboard and outboard have significant paint damage exposing composite. Unable to identify panel numbers. See attached images.
2	C01	Paint damage with exposed composite	Paint missing from radome, adjacent to lightning diverter strips exposing composite

2	C01	Paint damage with exposed composite	Radome pitted with exposed composite and missing paint TL [REDACTED]
2	C01	Paint damage with exposed composite	No 1 engine pylon , panel underneath heat exchange outlet left has missing paint exposing composite.
2	C01	Paint damage with exposed composite	Minor paint damage to radome exposed composite
2	C01	Safety markings not applied or unreadable	2 placards Hot Air Exhaust (Air Turbine Motors). Item [REDACTED]
2	C01	Paint damage with exposed composite	Paint damage to fuselage panels 191FB and 192GB exposing composite
2	C01	USER DESCRIBED FINDING	Fastener and washer protruding into air flow, port lower (near RAT)
2	C01	Paint damage with exposed composite	Large panel which surrounds refuel select panel has paint damage exposing composite
2	C01	Safety markings not applied or unreadable	3 safety markings are unreadable, 1) rear RHS cargo door 'Hyd op cargo comp door' 2) RHS 'caution escape slide' 3)No 2 I/B 'stand clear of hazard area while eng is running'
2	C01	Safety markings not applied or unreadable	RAM air turbine making on L/H side of aircraft unreadable and needs to be replaced
2	C01	Paint damage with exposed composite	Large area of missing paint on the radome exposing composite
2	C01	Safety markings not applied or unreadable	Underwing fuel vent decal missing on L/H wing
2	C01	Paint damage with exposed composite	Paint damage behind No 2 engine intake lip exposing composite at various positions.
2	C01	Paint damage with exposed composite	Paint damage on radome exposing composite
2	C01	Safety markings not applied or unreadable	RHS escape slide safety marking unreadable
2	C01	Paint damage with exposed composite	Noted on both engine cold air exhaust that paint had lifted in numerous areas exposing composite material of exhaust duct
2	C01	Paint damage with exposed composite	Left hand nose cowl paint damage exposing composite
2	C02	Door operation instructions missing or unclear	DOOR OPERATION INSTRUCTIONS MISSING AND UNCLEAR - BOTH LOWER CARGO DOORS
2	C02	Door operation instructions missing or unclear	Forward right hand emergency exit door placard faded to be almost unreadable.
2	C02	Door handle(s), lever(s), access panel(s) not flush	Left hand & right hand wing slide service access panels not flush
2	C02	Door handle(s), lever(s), access panel(s) not flush	Door access panel not flush - forward portable water service panel.
2	C02	USER DESCRIBED FINDING	UPON INITIAL INSPECTION THE TOILET SERVICE PANEL FWD LATCH WAS FOUND OPEN. FOLLOWING CLOSURE, THE FWD EDGE APPEARS BOWED AND THE FWD HINGE DISPLAYS SIGNS OF FATIGUE (PDF SIGNED BY OUTBOUND CAPTAIN)
2	C02	USER DESCRIBED FINDING	OVERWING 'EMERGENCY EXIT' PLACARD (EXTERNAL) FADED
2	C02	Door operation instructions missing or unclear	DOOR OPERATION INSTRUCTIONS UNCLEAR, DOOR L1 EXTERNAL PLACARD
2	C02	Door operation instructions missing or unclear	FWD & REAR CARGO COMPARTMENT DOOR OPERATION INSTRUCTIONS NOT PRESENT
2	C02	Door operation instructions missing or unclear	DOOR 2L EXTERNAL OPERATING INSTRUCTIONS ARE FADED
2	C02	USER DESCRIBED FINDING	DOOR 1 LEFT, EXTERNAL OPERATING INSTRUCTIONS UNCLEAR (FADED).
2	C02	USER DESCRIBED FINDING	R/H OVERWING EXIT FWD DOOR EXTERNAL EXIT DECAL/MARKING MISSING
2	C02	Door operation instructions missing or unclear	Door 1 left external operating instruction markings were faded
2	C02	Door operation instructions missing or unclear	Aft cargo bay operating instructions were missing
2	C02	Door operation instructions missing or unclear	Doors 1 left and 1 right external operating instructions faded and unclear
2	C02	Door operation instructions missing or unclear	External 'exit' markings missing from door 1 right
2	C03	USER DESCRIBED FINDING	Static wick missing from rear of No. 1 engine pylon aft fairing not recorded.
2	C04	Tyre(s) worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	TYRE (LH NOSE) WORN BEYOND LIMITS - DISPATCHED IAW AMM (1 FLIGHT)
2	C04	Tyre(s) worn beyond limits but dispatch allowed according to AMM (not assessed nor recorded)	PORT O/B MAIN UNDERCARRIAGE TYRE WORN BUT DISPATCH ALLOWED ACCORDING TO AMM (NOT RECORDED IN TECH LOG)
2	C04	USER DESCRIBED FINDING	No 4 mainwheel contaminated with oil from leaks in ADD (within limits) engineer informed asked to clean/decontaminate. T/L entry [REDACTED]
2	C05	USER DESCRIBED FINDING	THE NOSE UNDERCARRIAGE OLEO HAS AN EXTENSION OF 3CM - IT COULD NOT BE DETERMINED IF THIS EXTENSION WAS APPROPRIATE FOR THE CURRENT LOADING CONDITION. CAPTAIN ADVISED TO HAVE THE OLEO INSPECTED AT BASE.
2	C05	Lines, hoses electrical wiring chafed	Nose u/c lower electric conduit is badly deformed and protective metal sheath split.
2	C05	Safety markings not applied or unreadable	3 x oleo struts are missing decals that say 'Inflate wheels/tyres with nitrogen' (new u/c's fitted)
2	C06	USER DESCRIBED FINDING	AFT LOWER PANEL ON R/H LANDING GEAR APERTURE SCREWS WORN/MISSING AND PANEL DROPPING
2	C06	USER DESCRIBED FINDING	BONDING LEAD R/H GEAR LEG TO DOOR BROKEN AT CRIMP
2	C07	Safety markings not applied or unreadable	Placard markings on left hand engine cowl damaged and unreadable.
2	C07	Significant wear and tear in the intake and exhaust AREA	No 1 ENGINE ACOUSTIC LINER DAMAGED ON INBOARD SIDE (POINTED OUT BY GROUND ENGINEER - WITHIN LIMITS) & LOOSE RIVETS TAPED OVER ON INBOARD INTAKE JOINT
2	C07	USER DESCRIBED FINDING	SOME DELAMINATION OF THE ACOUSTIC LINER OF NO 2 ENGINE SMALL AREA
2	C07	Safety markings not applied or unreadable	#3 ENGINE SAFETY WARNING AREA PLACARDS DAMAGED/MISSING.
2	C07	Safety markings not applied or unreadable	NO2 ENGINE OIL PANEL DECAL CANNOT BE READ
2	C07	USER DESCRIBED FINDING	Loose Rivets on No 1 eng tail pipe on doubler adjacent to lower aft corner of thrust reverser
2	C07	USER DESCRIBED FINDING	No2 engine blocker door at 7 o'clock position had damaged lining exposing composite.
2	C07	USER DESCRIBED FINDING	NO SAFETY MAKINGS APPLIED OR UNREADABLE ON BOTH NO1 AND NO2 ENGINES.
2	C07	Safety markings not applied or unreadable	SEVERAL ENGINE MAINTENANCE INSTRUCTION DECALS IN POOR CONDITION ON BOTH ENGINES
2	C07	Safety markings not applied or unreadable	No.1 engine intake ingestion warnings in poor condition, inboard and outboard
2	C07	Safety markings not applied or unreadable	NO2 ENGINE INBOARD INGESTION WARNING LINE MISSING
2	C07	Significant wear and tear in the intake and exhaust AREA	No 1 and 2 engines have repairs applied by speed tape to the fan outlet guide vanes in numerous locations. These repairs are deteriorating and in poor condition
2	C07	USER DESCRIBED FINDING	NUMBERS 1 AND 2 ENGINES HAVE DAMAGE TO OUTLET GUIDE VANES, LEADING EDGE PROTECTIVE MATERIAL AT NUMEROUS LOCATIONS. THE ONLY ITEM IDENTIFIED IN THE DENT AND BUCKLE CHART IS ITEM [REDACTED] (No 1 ENGINE AT 4 O CLOCK POSN).
2	C07	Significant wear and tear in the intake and exhaust AREA	No 1 fan outlet guide vane had leading edge material missing. 6 o'clock position.
2	C07	Significant wear and tear in the intake and exhaust AREA	No1 + 2 engine thrustreversers have missing + damaged linings on the inside faces exposing composite. See attached photos
2	C08	USER DESCRIBED FINDING	1 fan blade has minor damage to leading edge on #2 & 3 engines. Damage to fan blades under investigation IAW AMM.
2	C10	No information about temporary repairs	No information about repair of nose cowl of No 1 engine by high speed tape.
2	C10	USER DESCRIBED FINDING	No reference to SRM for dent damage to left hand side of fuselage.
2	C10	Previous repair in poor condition	L/E LOWER PANELS HAVE SEALANT COMING ADRIFT AND PEELING PAINT
2	C10	No information about temporary repairs	PORTSIDE VORTEX GENERATOR
2	C10	Previous repair in poor condition	SEALANT CRACKING ALONG FWD EDGE OF PORTSIDE VORTEX GENERATOR
2	C10	Previous repair in poor condition	REF [REDACTED] REPAIR IS IN POOR CONDITION. SPEED TAPE ON R/H NO 2 ENG TRANSLATING COWL HAS BECOME DETACHED - AREA NEEDS APPROVED TEMPORARY REPAIR REAPPLIED - INSP EVERY DAY NEEDS TO BE RESUMED
2	C10	Previous repair in poor condition	L/h outer wing - 2 x deicing boot repairs in poor condition
2	C10	Previous repair in poor condition	L/H NO 1 SLAT HAS REPAIR WHICH SHOWS SIGNS OF DETERIORATION. NO RECORD IN DAMAGE CHART OR ADD LOG. RECORDED IN TECH LOG BY MAINTENANCE- [REDACTED]
2	C10	Previous repair in poor condition	L/H wing repairs to de-icing boot in poor condition
2	C10	No information about temporary repairs	LEFT HAND NO 2 SLAT HAS A TEMPORARY REPAIR ON LEADING EDGE, APPROXIMATLY AT HALF SPAN POSITION. 'FILLER'. THERE WAS NO INFORMATION IN AIRCRAFT DOCUMENTATION ABOUT THIS REPAIR.
2	C10	No information about temporary repairs	x4 areas on L/H FWD fuselage which were painted over suggesting these were temporary repairs. There was no information in the aircraft documents referring to this. See attached image.
2	C10	No information about temporary repairs	Dent & buckle chart not completely available, no 1 engine fan blades cropped not shown. No record of High Frequency Eddy Current (HFEC) check due 23 March being carried out.
2	C10	No information about temporary repairs	Temporary repair using speed tape carried out on L/H wing landing light lens cover. There is no documentation on the aircraft pertaining to temporary repairs.
2	C10	No information about temporary repairs	Speedtape was found applied to screw heads on No 1 + No 2 eng pylon panels. On consultation with engineering - this is standard practice with ex-[REDACTED] 777-200 a/c due to vibration. Finding amended post inspection to level 2.

2	C10	No information about temporary repairs	Speed tape on LH mid horizontal stab LE and RH inbd wing LE: no info available
2	C10	USER DESCRIBED FINDING	L/H wing root fairing has speed tape repair, no information on this temp repair available during inspection. Tech log electronic and held at base. Entry in tech log.
2	C11	USER DESCRIBED FINDING	R/H main landing gear door trailing edge cracked
2	C11	USER DESCRIBED FINDING	DAMAGE ON REAR FUSELAGE DOES NOT MATCH A/C DENT & BUCKLE CHART - REQUESTED CREW TO REPORT TO ENGINEERING AFTER NEXT SECTOR. NO IMMEDIATE EFFECT ON AIRWORTHINESS
2	C11	USER DESCRIBED FINDING	DELAMINATION X 3 AREAS UNDER SURFACE BELLY FAIRING - CREW ENTERED DETAILS IN TECH LOG
2	C11	USER DESCRIBED FINDING	R/H AND L/H WING FLAP FAIRINGS HAVE PANELS DROPPING, L/H INBOARD HAS CRACKED SKIN.
2	C12	USER DESCRIBED FINDING	More than 100 droplets of blue fluid on skin below & behind toilet service panel. Serviced & corrected during turn round.
2	C12	USER DESCRIBED FINDING	EVIDENCE OF TOILET SERVICING FLUID LEAKAGE TO PORT REAR OF AIRCRAFT. INVESTIGATION SHOWED SEALING CAP WAS NOT FITTED AND WAS FROZEN UP PREVENTING REFITMENT. AT THE COMPLETION OF THE INSPECTION, GROUND CREWS WERE REMOVING THE ICE TO ALLOW THE CAP TO BE CORRECTLY FITTED PRIOR TO DESPATCH.
2	C12	USER DESCRIBED FINDING	Leakage evident from lavatory service panel to wing body fairing. Engineering entry in tech log to t/l and CFD raised TLP [REDACTED] - toilet inop
2	C12	USER DESCRIBED FINDING	Evidence of leakage R/H fuselage AFT of wheel well
2	C12	USER DESCRIBED FINDING	RH retraction actuator leakage evident on gear/floor eng advised to advise limits - unions rusty. TL SRP 11846 Item 1
2	D01	Safety markings not applied or unreadable	FWD cargo hold had its max load height line fitted on the ceiling panels and not on the outer periphery side wall panels. See photo
2	D02	USER DESCRIBED FINDING	IATA or equivalent emergency response book out of date 2008 edition carried
2	D02	USER DESCRIBED FINDING	[REDACTED] edition of emergency response guide on board - not latest edition
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	Rear cargo compartment, lower locking device (spring) missing
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	FWD hold nets not locked upon arrival, with baggage in hold. Baggage offloaded - hold secured for depart due LMC in Madrid
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	Incomplete net eqt in aft bulk cargo hold. No cargo loaded in this area stations 51 + 52.
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	FWD cargo hold one spring missing from cargo net. TL entry raised [REDACTED] Hold 1 inop.
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	Fwd cargo bay forward/aft nets. 2 springs missing. TL ref [REDACTED]. Replaced before fit.
2	D03	Incomplete equipment like lashing, tie-down equipment, pallets, lock assemblies and/or	FWD cargo x 3 net springs missing x 1 aft/ Tech log sheet No [REDACTED]
2	E01	USER DESCRIBED FINDING	Post Inspection Note: A photograph taken at the time of the inspection by the SAFA Inspectors (see Report Attachments) quite clearly shows an [REDACTED] towbar marked 'B777 only' being used to push the aircraft back from stand. UK SAFA Moderator.
3	A03	ACAS II N/A or U/S (outside MEL limits)	TCAS NOT FITTED ☐
3	A04	No or incomplete performance and limitations data on board	AFM TAKE OFF CHARTS NOT USED.☐
3	A05	Different versions of checklists used by captain	CAPTAINS QRH AT REV 31, CO-PILOT QRH AT REV 32
3	A05	Different versions of checklists used by captain	CAPTAIN & AIRCRAFT COPIES OF 767 QRH AT DIFFERENT VERSIONS (FEB 19, 2009 & FEB 18, 2011)
3	A06	Required charts out of date	Brize Norton Airfield Charts out of date. Charts on board dated Feb 10/Apr 09. Latest issues dated May 12
3	A06	Required charts out of date	High level and low jeppesen en-route charts. Existing charts dated No 2008
3	A07	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	MMEL is at Revision 33b, MEL carried on the aircraft reflects Rev 31. Therefore MEL less restrictive than MMEL.
3	A07	Some MEL items not fully customised (with	MEL not fully customised and does not reflect actual EQT carried on a/c; TCAS II as an example
3	A07	MEL not available (with deferred defects)	MEL was not on board the aircraft (with deferred defect)
3	A10	No original nor copy of the AOC, and/or of the operations specifications on board or cannot be	AOC copy onboard expired 17/06/2011
3	A12	USER DESCRIBED FINDING	No valid C of A on board. C of A a photocopy, original not onboard.
3	A12	No valid CofA on board	No valid CofA on board. Airworthiness review certificate expired (15/12/2010)
3	A12	No valid CofA on board	Only a copy of C of A on board.
3	A12	No valid CofA on board	NO VALID C OF A ON AIRCRAFT, ARC EXPIRED
3	A12	No valid CofA on board	NON-EXPIRING C OF A, HOWEVER ARC FOUND EXPIRED ON 20/08/11
3	A13	USER DESCRIBED FINDING	No fuel calculations on flight plan
3	A14	No completed mass and balance sheet on board	NO MASS & BALANCE SHEET FOR INBOUND SECTOR☐
3	A14	USER DESCRIBED FINDING	No completed mass & balance sheet on board
3	A14	USER DESCRIBED FINDING	No completed mass & balance on board for todays (arriving) flight
3	A16	Insufficient number of life jackets/flotation devices available and required for the type of flight	LIFEJACKET (ALL A/C FIT) DATE EXCEEDED BY 40 DAYS.
3	A17	No or unserviceable safety harness for each pilot	FIRST OFFICER INERTIA REEL HARNESS SHOULDER STRAPS JAMMED AT FULL EXTENSION
3	A17	USER DESCRIBED FINDING	F/O SHOULDER HARNESS LOCKED RETRACTED
3	A17	No or unserviceable safety harness for each pilot	First officers shoulder harness was found to be worn. See photo
3	A18	Unserviceable oxygen system	FLIGHT DECK PRESSURE GAUGE CONFIRMS ZERO PRESSURE
3	A19	Insufficient number of serviceable electric torches for all pilots during night operation.	Lower rechargeable DME torch on rear bulkhead of flight deck inop.
3	A19	Insufficient number of serviceable electric torches for all pilots during night operation.	Both crew torches very dim. A/c due to depart @ 0300.
3	A20	Flight crew without appropriate license	CAPTAIN FLIGHT CREW LICENCE NOT HELD.
3	A20	Flight crew without appropriate license	FLIGHT CREW (CAPTAIN) WITHOUT APPROPRIATE LICENCE.
3	A20	Medical certificate invalid for the privileges being	F/O CLASS 1 MEDICAL EXPIRED 20/02/2011
3	A20	Flight crew without appropriate license	CAPTAIN LICENCE NOT AVAILABLE AT TIME OF SAFA.
3	A20	Medical certificate invalid for the privileges being exercised	Fourth crew member did not have on person valid class one medical. FCOM supports crew being able to operate with crew member.
3	A20	Medical certificate invalid for the privileges being	PILOT MEDICAL CERTIFICATE EXPIRED 12 DEC 2011. NAME [REDACTED]
3	A20	Flight crew without appropriate license	CO PILOT DID NOT HAVE ANY LICENCE OR MEDICAL DOCUMENTS WITH HIM ON ARRIVAL.
3	A20	Both pilots older than 60 years	BOTH CAPTAIN AND FIRST OFFICER OVER THE AGE OF SIXTY. DATE OF BIRTHS 26/01/1951 AND 23/10/1951. ICAO ANNEX 1.2.1.10.1 REFERS. PHOTOGRAPHS OF LICENSES NOT UPLOADED DUE TO DATA PROTECTION.
3	A20	Medical certificate invalid for the privileges being	CAPTS MEDICAL EXPIRED 01/02/2012
3	A20	Applicable from 5th of March 2011: Pilot licence not meeting the English language proficiency	Pilot licence not meeting the English language proficiency requirements. State filed compliance by 05/03/2011. Finding amended post inspection /MS.
3	A20	Medical certificate invalid for the privileges being	Captain had no medical on person
3	A20	Flight crew without appropriate license	First officer was without appropriate crew licence. It has been left at hotel.
3	A20	Flight crew without appropriate license	Captain did not have his flying medical with him - will scan a copy to inspector.
3	A20	Flight crew without appropriate license	Flight crew licence expired
3	A22	USER DESCRIBED FINDING	TWO ITEMS NOT SIGNED FOR IN 7801 ('CO-PILOTS YOKE SWITCH INTERMITTENT' & 'UNABLE TO OBTAIN MORE THAN 4IN/Hg OF PRESSURISATION')
3	A22	USER DESCRIBED FINDING	The crew could not provide evidence that all necessary scheduled maintenance had been completed before the flight commenced. A copy of the latest maintenance release was not onboard the aircraft.

3	A22	PIC did not certify that a maintenance release has been issued	The crew could not demonstrate how they had satisfied themselves that all necessary scheduled maintenance had been completed before the flight commenced.
3	A22	USER DESCRIBED FINDING	Current daily inspection sheets dated 2000 year and do not reflect current MPD requirements (Manufacturers). [REDACTED] need to reflect in their documentation any changes.
3	A22	USER DESCRIBED FINDING	There was no maintenance release signed for in the technical log. No daily check signed for in the past 40 sectors. Crew carry out these inspections 'down route' and maintenance personnel at base, but nothing visible to verify this.
3	A23	Deferred defect open while the MEL rectification interval has expired	Deferred defects ([REDACTED] dated [REDACTED] & [REDACTED] dated [REDACTED]) open while MEL rectification interval has expired.
3	A23	USER DESCRIBED FINDING	Ref ADD No [REDACTED]. Speed tape was found deteriorated on repair on r/h eng C-duct 12 o'clock position
3	A23	Technical logbook entry not understood by the flight crew members	Incorrect MEL reference against missing internal ashtray on toilet door 'D' [REDACTED] refers to exterior ashtray. It was confirmed interior ashtray is missing. [REDACTED] is tech log reference.
3	A23	Deferred defect open while the MEL rectification interval has expired	Cat C MEL item raised on 10/06/2012 10 day limit. ADD log shows final deadline 30/06/2012. No maintenance extension annotated in aircraft documentation. T/L # [REDACTED]. Auto fuel feed fault. Photos attached
3	B01	Loose heavy objects in the cabin/galleys	Unsecured wheel chair aft of seat 43GF
3	B01	USER DESCRIBED FINDING	Oxy bottle in drawer stowage 1L mounting bracket pulled out of structure so that bottle is insecure and loose
3	B01	Crew carry-on baggage not adequately and	CREW BAGGAGE NOT SECURED IN GALLEY AREA
3	B01	Disposal receptacles not equipped with a built-in	DOOR 4L AFT CENTRE LAVATORY HAS NO DISPOSABLE WASTE RECEPTICLE FIRE EXTINGUISHER FITTED.
3	B01	Disposal receptacles not equipped with a built-in fire extinguisher system	Lavatory A waste bin fire extinguisher discharge probes point into sink cabinet instead of into waste bin.□
3	B01	Cabin equipment not properly secured	INFANT HAZARDOUS KITS HAVE NO FORMAL STOWAGE, SEEN UNDER REAR ROW OF SEATS LEFT HAND SIDE.
3	B01	Loose heavy objects in the cabin/galleys	LARGE HEAVY OXYGEN BOTTLE FROM PREVIOUSLY REMOVED STRETCHER NOT SECURED BEHIND SEAT ROW 21DEF
3	B01	Loose carpet hindering cabin crew in their duties	aisle CARPET ROW 44 RHS LIFTING CREATING TRIP HAZARD
3	B01	Inappropriate storage of luggage in the toilets	INAPPROPRIATE STOWAGE OF 'LUGGAGE' & GENERAL ITEMS IN REAR TOILET COMPARTMENT. STOWAGE PREVENTING EASY ACCESS TO EMERGENCY EQUIPMENT.
3	B01	USER DESCRIBED FINDING	TISSUES FOUND IN VENTS OF DOORS 2 LEFT AND 2 RIGHT
3	B01	Covers damaged/missing exposing sharp edges and/or cables and wires	TRIM LOOSE AT DOOR R3 ADJACENT TO CABIN CREW REST AREA DOOR. EMERGENCY LIGHT FUNCTION OK.
3	B01	Cabin equipment not properly secured	FWD AND AFT FIRST AID KITS FOUND INSECURE. STRAPS TOO SHORT.
3	B01	USER DESCRIBED FINDING	CABIN CREW MANUALS STOWED IN COMPARTMENT C102 - SMOKE HOOD STOWAGE
3	B01	Covers damaged/missing exposing sharp edges and/or cables and wires	Passenger entertainment junction box covers under seats 34e,55ea,56h and 57h were not attached exposing cables and wires.
3	B01	USER DESCRIBED FINDING	Lower storage bin at posn 76G had no trash and no stowage placards - bin contained trash, and stowed items
3	B01	Covers damaged/missing exposing sharp edges	IFE box below row/seat 37b not attached
3	B01	Inappropriate storage of luggage in the toilets	FWD toilet used as a storeroom for catering supplies. See photo
3	B01	USER DESCRIBED FINDING	IFE cable to seat row 39KH loose above carpet - seat track cover missing
3	B02	Cabin crew harness/seat belt not available or	CABIN CREW HARNESS OUTBOARD STRAP 2R BINDS & CREASES
3	B02	Cabin Crew seat(s) unserviceable	DOOR 4R CABIN CREW JUMP SEAT DOES NOT AUTO STOW
3	B02	Cabin crew harness/seat belt not available or	AFT ATTENDANTS SEAT BELTS FRAYED AND TORN ON TWO SEATS. (DOUBLE, R/H SEAT)
3	B03	USER DESCRIBED FINDING	Emergency medkit life expired March 2011.
3	B04	Extinguisher not readily accessible	FIRE EXTINGUISHER AT DOOR UR1 NOT READILY ACCESSIBLE DUE TO STOWAGE OF SPARE LIFE JACKETS. [REDACTED] ENGINEEERS RELOCATED EQUIPMENT ELSEWHERE
3	B04	Extinguisher not readily accessible	Rear seat row ELT + fire bottle covered in boxes - unaccessible if req.
3	B05	Insufficient number of serviceable Life jackets / Flotation devices available and required for the	LIFEJACKET (ALL A/C FIT) DATE EXCEEDED BY 40 DAYS.
3	B06	Seat(s) unserviceable and not identified as such	SEAT 2B INOP & LISTED AS AN MEL [REDACTED] DEFERRED ITEM HOWEVER PARA (O) NOT COMPIED WITH IE NOT PLACARDED 'DO NOT OCCUPY' - SEAT 2B PLACARDED
3	B06	USER DESCRIBED FINDING	TRAY TABLE LATCH ATA SEAT ROW 9C DEFECTIVE, TRAY TABLE CANNOT BE STOWED.□ TECH LOG ENTRY MADE [REDACTED], ADD RAISED SEAT INOP.
3	B07	Emergency exit sign(s) out of order (outside MEL	Emergency exit sign (forward left hand over wing) out of order.
3	B07	USER DESCRIBED FINDING	The batteries powering the only megaphone on the aircraft are out of date. MEL item requires functionality and does not permit flight with passengers without item - only one megaphone onboard. MEL states one required.
3	B07	No or inappropriate system for illuminating the	Both isles, seat rows 44-50 inoperative floor escape lighting.
3	B07	USER DESCRIBED FINDING	Door 2R emergency access door lever panel secured with speed tape.
3	B07	No or inappropriate system for illuminating the	Rear escape path lighting, row 11 rearwards inoperative
3	B07	No or inappropriate system for illuminating the	R/H OVERWING EXIT ESCAPE PATH FLOOR LIGHTING WAS INOPERATIVE
3	B08	USER DESCRIBED FINDING	Water soluble tape around aerial broken on ELT - woollen line loose.
3	B08	USER DESCRIBED FINDING	Door 3RH slide inoperative due to low pressure
3	B08	USER DESCRIBED FINDING	RH rear door slide pressure guage in red band area
3	B09	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not	Oxygen PBE in main cabin unserviceable due to low pressure.
3	B09	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not	Cabin row 27E portable oxygen bottle empty
3	B09	Oxygen bottles not correctly secured	Oxygen bottles (2 off) not correctly secured. One at seat 16ABC hatrack & one at seat 34ABC hatrack.
3	B09	Oxygen masks not available for all occupants	Toilet 2 automatic oxygen deploy unserviceable.
3	B09	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not	PBE expired by 1 month at door 2R location.
3	B09	Automatic oxygen deploying system unserviceable (damaged/taped drop-out panels) and no other	AT SEATS 20-23DEF O/H PANELS FOUND TAPED UP POSSIBLY IMPEDING DROP DOWN PANEL OPERATION - NO RECORD FOUND IN AIRCRAFT LOGS
3	B09	Insufficient oxygen and/or serviceable oxygen masks and required for the type of flight	2 PORTABLE OXYGEN MASKS FOUND LIFE-EXPIRED (AS AT) END OCT 2011. NO [REDACTED] RECERTIFICATION APPARENT.
3	B09	USER DESCRIBED FINDING	4 OXYGEN MASKS FOUND OUT OF DATE, 1 AT FWD LH DOOR, 2 AT ROW 1A AND 1 AT ROW 27D. MAX 6 CARRIED ONLY 4 REQUIRED FOR DISPATCH MEL [REDACTED]. 2 SPARE MASKS LOCATED GIVING TOTAL 4 AVAILABLE.
3	B09	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not	Oxygen dispensing mask in crew toilet is dated 2001
3	B09	Insufficient oxygen and/or serviceable oxygen masks and required for the type of flight	3 oxygen mask found past inspection date. Two found at 26F, one found at door R1
3	B09	Insufficient oxygen and/or serviceable oxygen masks and required for the type of flight	Oxygen mask for use in toilet was out of date. Manufactured 2003. Life of 6 years
3	B10	Aircraft briefing cards not for the correct aircraft	3 X A319-CJ CARDS FOUND
3	B11	No two-way communication established with the ground crew during refuelling with passengers on board	NO GROUND TO FLIGHT DECK COMMUNICATION WHILE REFUELING WITH PASSENGERS ON BOARD - CONTRARY TO OPS MANUAL [REDACTED] INITIALLY CAP MADE CONTACT, HOWEVER DURING REFUELLING, GROUND CONTACT NOT SEEN
3	B12	Tray table locks can be opened in the direction of evacuation whilst certificated with special locks	TRAY TABLE LOCKS CAN BE OPENED IN THE DIRECTION OF EVACUATION AT ALL OVERWING EMERGENCY EXITS
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Forward RH pax door crew seat impeding access to exit.
3	B12	Floor/carpet in poor condition affecting the rapid evacuation	Carpet loose adjacent to aft right hand emergency exist (see note) Ops manual procedures do not require transfer to Tech log.
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Attendants seat bases at doors 1 L/H and 2 R/H did not auto-retract. Captain and engineer informed.

3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Cabin crew seats at doors 1L, 3L & 3R do not retract automatically impeding the access to emergency exits.
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	CREW SEAT 2R
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	SEAT 4L INBOARD
3	B12	Tray table latches can be opened in the direction of evacuation (not recessed or special one-way	ROWS 10 & 11 ABC/DEF TRAY TABLE LATCHES CAN BE OPENED IN DIRECTION OF EVACUATION (NOT RECESSED) OVERWING EXITS. (ATTENTION AT NEXT NIGHT STOP)
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	NO AUTO RETRACT & PARTIALLY RETRACT AT 1L, 3R & REAR GALLEY
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	L1 FACING AFT & R4 JUMP SEATS NOT RETURNING AUTOMATICALLY.
3	B12	USER DESCRIBED FINDING	SEAT POCKET AT 10C DAMAGED AND OBSTRUCTING THE EXIT
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	LOCATED RH SIDE FWD SEAT 8
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	FWD CABIN ATTENDANTS SEAT DOES NOT RETRACT
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Cabin crew seat does not retract automatically impeding access to emergency exit
3	B12	Access to emergency exits impeded by baggage	Upper deck RHS emergency exit door access restricted by pax/crew baggage/provisions
3	B12	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks	TRAY TABLE LOCKS FAIL TO MAINTAIN TABLES IN UPRIGHT POSITION IN CASE OF DECELERATION/ SHOCKS. ROWS 18 AND 19. (OVERWING EXITS)
3	B12	Tray table locks can be opened in the direction of evacuation whilst certificated with special locks	R/H overwing exit row of seats fitted to 12FED, did not have any means of locking the tray tables to prevent opening in the direction of evacuation. Seat row 11FED had locks fitted to the tray tables instead. The other 3 overwing exit rows had locks fitted.
3	B12	USER DESCRIBED FINDING	LH REAR OVERWING EXIT ROW SEAT12B, TRAY TABLE LOCK COULD BE OPENED IN DIRECTION OF EVACUATION. THE TABLE LOCKING RESTRAINT WAS BROKEN.
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Door 2R double crew seat did not retract automatically impeding access to emergency exit.
3	B12	Cabin crew seat does not retract automatically impeding the access to emergency exit	Double cabin crew seat at door 2R does not retract
3	B12	Tray table locks can be opened in the direction of evacuation whilst certificated with special locks	Seat 10a at L/H overwing exit has a tray table which can be opened in the direction of evacuation. Special lock was missing. See photo
3	B12	Tray table locks can be opened in the direction of evacuation whilst certificated with special locks	On the double seats fitted on both overwing exit areas, the tray tables could be opened in direction of evacuation. The rows behind had seat arm tables fitted.
3	B12	USER DESCRIBED FINDING	Access to emergency exit door 1 left impeded by a screen secured by press studs. Door 1 right covered too, by a screen
3	B12	Tray table latches can be opened in the direction of evacuation (not recessed or special one-way	Tray table for seat 14c can be unlocked in direction of evacuation. The table clip locks in the opposite direction
3	B12	Floor/carpet in poor condition affecting the rapid	Carpet frayed at row 17KH access to overwing emergency exit
3	B13	Baggage not stowed securely	BAGGAGE NOT STOWED SECURELY IN FLIGHT CREW REST AREA.
3	B13	USER DESCRIBED FINDING	BAGGAGE NOT STOWED SECURELY IN CABIN AREA (A/C DOCUMENTS IN CARDBOARD BOXES) + ALCOHOL IN LOOSE BOXES
3	B13	Baggage not stowed securely	Pax/flight crew bags/provisions not secure
3	C01	Fasteners or rivets loose or missing outside	Fasteners missing - belly fairing panel (near end of left handhydraulic panel).
3	C01	Fasteners or rivets loose or missing outside	2 off fasteners missing from R/H body fairing & R/H Inboard flap rub strip
3	C01	Aircraft lights unserviceable for night operations	LH AFT NAV LIGHT U/S ON LH WING TIP (AFT NAV LIGHTS ON BOTH WING TIPS ONLY)
3	C01	Aircraft lights unserviceable for night operations	L/H aft position light inop. White, Nav
3	C01	Fasteners or rivets loose or missing outside SRM/AMM limits	L/H & R/H pylon screws missing on wing fairing panel and three screws on top of wing fairing which need to be replaced.
3	C01	Fasteners or rivets loose or missing outside	x 5 loose fasteners were found on leading edge of panel immediately outbd of r/h MLG door
3	C01	Fasteners or rivets loose or missing outside SRM/AMM limits	One fastener missing on leading edge of panel 1471FB. (replaced by using another fastener from same panel) AMM Chapter 53 refers.
3	C02	Bonding wires broken or missing (outside AMM	Bonding wire broken rear R/H FWD door edge cargo door
3	C03	USER DESCRIBED FINDING	R/H stab seal fingers torn
3	C04	Damaged or missing parts (i.e. bolts, heat	PORT UNDERCARRIAGE INNER REAR WHEEL TIE BOLT SHEARED
3	C04	Tyre(s) unserviceable (worn or damaged) and not	No 2 mainwheel worn. T/L [REDACTED]. See photo
3	C06	Seepage/leakage outside limits	Hydraulic fluid leakage appears to be leaking from L/H MLG retract actuator
3	C06	Bonding wires broken or missing (outside limits)	Bonding wire broken nose U/C door. Outside limits.
3	C07	Screws/rivets loose or missing, outside limits	SCREWS MISSING FROM ACCESS PANELS INBOARD & OUTBOARD RIGHT HAND PYLON
3	C07	Panels/fairings/cowlings/handles misaligned or not flushed and not assessed for correct closure	Number 1 engine core cowl latch left hand side secured with speed tape.
3	C07	USER DESCRIBED FINDING	Starboard engine nose cowl red indicator protruding
3	C07	Screws/rivets loose or missing, outside limits	No 1 engine nacelle top panels have several fasteners missing at leading edge
3	C07	Screws/rivets loose or missing, outside limits	No 2 eng pylon aft panel inboard - 4 off screws missing/others loose No 2 eng pylon outboard fairing to eng panel screw missing/others loose
3	C07	Thrust reverser/blocker doors not fully stowed	LH Engine 8/10 o'clock position reverse thrust blocker door seal trapped. Informed crew and ground engineer of defect at 16.15. Defect in tech log
3	C07	Panels/fairings/cowlings/handles misaligned or not flushed and not assessed for correct closure	No 2 engine Insp panel on I/B side of L/H engine panel missing
3	C07	Panels/fairings/cowlings/handles misaligned or not flushed and not assessed for correct closure	Blow out panel popped on O/B side of No 3 engine
3	C07	Screws/rivets loose or missing, outside limits	No 2 Engine rivet missing from intake lip at 5 o'clock position.
3	C07	Screws/rivets loose or missing, outside limits	1 rivet missing on outboard intake lip of No 2 engine outside limits.
3	C07	Damage (dents, nicks, cracks) outside limits	NO.3 ENGINE OUTBOARD AIRVANE STRAKE HOLED - SKIN MISSING - DAMAGE OUTSIDE LIMITS
3	C07	Leakage (oil, fuel) outside AMM limits	RH engine pylon/wheel well excessive fuel leak running down door & dripping on ground. See photos
3	C11	USER DESCRIBED FINDING	L/H side floor level dent FWD of pax door (rear) ([REDACTED] item no) in tech log
3	C11	USER DESCRIBED FINDING	Dent on L/H outb'd flap trailing edge, approx 12cm x 12 cm lower surface
3	C12	Leakage outside limits	Fuel leak from area of RH wing root - rate not determined. (Inspector monitored fuel leak rate at one drip every 4-5 seconds)
3	D01	Structural or floor damage outside AMM/SRM	Several cargo side linings found damaged and panels split rear and forward cargo.
3	D01	Blow-out panels pushed, damaged or missing	FWD LOWER CARGO HOLD-L/H SIDEWALL BLOWOUT PANEL STA 15261 FOUND PUSHED IN
3	D01	No or unserviceable required barrier net	Barrier net for ballast not suitable for the task and no tie down points on the floor for the ballast net. Ballast should not be in a/c until suitable net used
3	D01	Blow-out panels pushed, damaged or missing	AFT cargo bay blow out panel insecure. Blow out panels crushed or damaged.
3	D02	No, incorrect or incomplete information in NOTOC	NOTOC DID NOT INCLUDE SIGNATURE OF PERSON RESPONSIBLE FOR LOADING THE AIRCRAFT AND DID NOT RECORD EXACT LOADING LOCATIONS OF THE DANGEROUS GOODS
3	D02	Dangerous Goods not correctly loaded and/or	Dangerous goods not secured on inbound flight
3	D02	Dangerous Goods not correctly loaded and/or secured	ULD [REDACTED] WAS NOT VOLMETRICALLY FULL AND DG NOT SECURED AND NON DG NOT SECURED, TO PREVENT DAMAGE TO DG IN TRANSIT
3	D02	USER DESCRIBED FINDING	Electric Mobility Aid in fwd hold was not electrically inhibited for flight. Device could be operated using controls
3	D02	USER DESCRIBED FINDING	Electric Mobility Aid in FWD hold was not protected from potential damage from baggage. ie not protected from loose cases, no separation. See attached photo

3	D02	Dangerous Goods not correctly loaded and/or secured	Electric mobility aid not protected from potential damage by the movement of baggage, mail or other cargo. See images attached.
3	D02	USER DESCRIBED FINDING	Electric mobility aid in bulk hold not protected from potential damage by movement of baggage. ie loaded with bags. See attached photos
3	D02	DG not stowed and/or separated in accordance	Improper carriage of electric mobility aid. Not protected from damage by other baggage and circuits not inhibited.
3	D03	Dividing net or protection net damaged beyond AMM limits	AFT CARGO HOLD COMPARTMENT 4-5 DIVIDER NET SPRINGS MISSING FROM SINGLE STUD ATTACHMENT POINTS.
3	D03	Cargo Area not used in accordance with classification	AIRCRAFT FLIGHT MANUAL AND LOADING PLACARD BOTH INDICATE THAT THE AIRCRAFT IS CERTIFIED AS A '6 BAY 6 NET' AIRCRAFT. AT THE TIME OF THE SAFA INSPECTION ONLY 3 NETS WERE IN USE. AIRCRAFT FULLY LOADED.
3	D03	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	Arriving ULD's have broken straps & tears in sheets. 4 departing ULD's prevented from being used until made serviceable or replaced.
3	D03	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	4 cargo bins damage evident beyond [REDACTED] limits affecting structural integrity [REDACTED], [REDACTED], [REDACTED] & [REDACTED].
3	D03	Cargo not correctly secured and restrained in all directions	Aft cargo hold divider net positioned in wrong location, therefore could not be secured in accordance with [REDACTED] requirements.
3	D03	Cargo not correctly secured and restrained in all	Inbound load not correctly secured and restrained in all directions
3	D03	Cargo not correctly secured and restrained in all	Incorrect eqt used for flyaway kit - webbing used instead of chains
3	D03	Cargo not correctly secured and restrained in all directions	MAIN DECK CARGO NOT CORRECTLY SECURED DUE TO NUMEROUS MISSING PALLET LOCKS. UNABLE TO LOCATE CARGO LOADING LIMITATION MANUAL
3	D03	Cargo not correctly secured and restrained in all	CARGO NOT CORRECTLY STOWED AND RESTRAINED IN ALL DIRECTIONS (NET HELD WITH WIRE).
3	D03	Cargo not correctly secured and restrained in all	Bulk cargo area vertical stanchions not correctly in position due to spare wheels.
3	D03	Cargo not correctly secured and restrained in all	FLY AWAY KIT NOT SECURED AND LOOSE IN AFT OF AIRCRAFT
3	D03	Cargo not correctly secured and restrained in all	In rear Bulk hold. 2 live animals boxes, not secured correctly - baggage could have fallen on top
3	D03	Cargo not correctly secured and restrained in all	Containers 31L + 32L centre guide locks overridden
3	D03	Cargo not correctly secured and restrained in all directions	ULD's not secured before departure. ULD's no [REDACTED], [REDACTED], [REDACTED], [REDACTED]. ULD's [REDACTED] damaged frame. [REDACTED] bottom frame damaged, all unsecure covers had velcro straps intact.
3	D03	Cargo not correctly secured and restrained in all	[REDACTED] only forward straps secured. All 3 aft undone
3	D03	Load distribution/load limit (floor and/or height)	Rear Hold bay 42 was loaded to the hold ceiling. Above maximum load height line. See photo attached
3	D03	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	Major damage to cargo containers [REDACTED] [REDACTED]
3	D03	Cargo not correctly secured and restrained in all	Unsecured electric mobility aid in container [REDACTED]
3	D03	Load distribution/load limit (floor and/or height)	FWD hold was found to be loaded to the ceiling in places. Above load limit line. See photo
3	D03	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	x 2 ULD bins damaged and unusable.[REDACTED] [REDACTED]
3	D03	Cargo not correctly secured and restrained in all	Fwd cargo net not fully secured on opening cargo door. See photos
3	D03	Cargo not correctly secured and restrained in all	ULD No [REDACTED] found to be insecure in rear hold on arrival. See photo. Note: ULD also found to be damaged.
3	D03	Cargo not correctly secured and restrained in all	FWD hold had loose cases stowed without barrier nets or stanchions installed - see photo
3	D03	Cargo not correctly secured and restrained in all	ULD [REDACTED] found unsecure/unlocked on arrival
G	A01	USER DESCRIBED FINDING	DOMESTIC ADAPTOR IN USE ON FLIGHT DECK TO CONVERT U.S. TYPE SOCKET TO U.K. TYPE
G	A01	USER DESCRIBED FINDING	FLIGHT DECK DOOR PUSH ROD COVER HANGING LOOSE - TECH LOG REFERENCE 038293
G	A01	USER DESCRIBED FINDING	ENGINE NO 2 FUEL SHUT OFF LEVER IS INDENTED NO 1 AND HAND PAINTED OVER AS NO 2 ENGINE
G	A01	USER DESCRIBED FINDING	NAVIGATORS SUITCASE UNSECURED ON FLIGHTDECK (At the time of the inspection - Moderator note)
G	A01	USER DESCRIBED FINDING	Cover to L/H pilots seat worn and exposing foam material
G	A01	USER DESCRIBED FINDING	Entry in cabin appearance log re missing screws on pilots footplate since 04/02/12. No corrective action taken 01/03/12
G	A01	USER DESCRIBED FINDING	Flight Time Limitations discussed with crew who demonstrated legality in accordance with Operations Manual. Copy retained. Start Duty Time 14:30 GMT. Post inspection note: The on board operations manual was in Japanese. With English documents supplied by the operator after departure, can the Dept for Transport ask how the flight was operated in compliance with [REDACTED] Flight Time Limitation scheme as the documents now question the legality of the flight.
G	A01	USER DESCRIBED FINDING	First officers inbd armrest found to be taped together
G	A01	USER DESCRIBED FINDING	Captains head rest and seat cushion cover were found to be worn
G	A01	USER DESCRIBED FINDING	First officers seat shows wear with the foam exposed through the seat cover
G	A01	USER DESCRIBED FINDING	A23 - Captains DV window delaminated around all edges. Vision not impaired and within AMM limits. [REDACTED] refers
G	A04	USER DESCRIBED FINDING	[REDACTED] HEADED PERFORMANCE MANUAL FOUND ON BOARD - REPORTED AS OUT OF DATE & NOT USED BY CREW. SECOND FILE FOUND FOR PERFORMANCE HOWEVER, CONTAINS [REDACTED] AIR LOAD SHEET FORMS & [REDACTED] LOADING MATERIAL. NONE WERE IN USE AND WERE REMOVED BEFORE FLIGHT.
G	A04	USER DESCRIBED FINDING	It is suspected that the Operations manual may not be up to date. Latest amendment date 23/07/2010.
G	A06	USER DESCRIBED FINDING	Class 1 EFB i use - no paper charts/airfield plates
G	A07	USER DESCRIBED FINDING	MEL & MMEL 2008 - LATEST JAN 2010 ON FAA WEBSITE
G	A07	USER DESCRIBED FINDING	MEL IN POOR CONDITION.
G	A07	USER DESCRIBED FINDING	MEL refers to JAR OPS 1 for this EU-OPS operator/AOC
G	A07	USER DESCRIBED FINDING	MEL REVISION DATE 11/10/08. LATEST REVISION TO MEL NOT AVAILABLE
G	A07	USER DESCRIBED FINDING	MEL DOES NOT INCORPORATE LATEST REVISION OF MMEL. 29/10/2010 WAS ON BOARD.
G	A07	USER DESCRIBED FINDING	MEL NOT CARRIED ON BOARD THE AIRCRAFT. ALTERNATE PROCEDURE IN PLACE BY [REDACTED] AIRLINE FLIGHT OPS AND ENGINEERING. ACARS IS UTILISED AS MEANS OF COMMUNICATION.
G	A07	USER DESCRIBED FINDING	MEL FOUND TO BE FULLY CUSTOMISED, BUT OPERATIONAL AND MAINTENANCE PROCEDURES TAKEN FROM MMEL
G	A07	USER DESCRIBED FINDING	MEL DOES NOT INCORPORATE LATEST REVISION OF MMEL.□ MEL ON BOARD A/C DATED 16/07/2010, LATEST EASA REVISION DATED 09/11/2011. CREW HAD COPY OF EMAIL FROM COMPANY DATED 27/01/2012 SAYING THEY WOULD RECEIVE NEW REVISION SOMETIME IN THE NEXT WEEK.□ □
G	A07	USER DESCRIBED FINDING	MEL DOES NOT REFLECT LATEST REVISION STATUS, REV ON BOARD - 2/10 , LATEST 4/11
G	A07	USER DESCRIBED FINDING	MEL did not contain the latest EASA revision
G	A07	USER DESCRIBED FINDING	Latest Revision is 03 dated 12th March 2011. Current 27th June 2011
G	A07	USER DESCRIBED FINDING	MEL Latest revision on aircraft was 54 June 28/2010. Latest copy is revision 55 2012 Feb
G	A07	USER DESCRIBED FINDING	MEL does not incorporate the latest revision of the MMEL - MEL on board latest revision date 13/11/2007. MMEL Revision 26 B 11 March 2011
G	A07	USER DESCRIBED FINDING	MEL does not incorporate latest revision of the MEL. [REDACTED] MEL dated 24/11/2009. Latest revision is 22/04/2011
G	A07	USER DESCRIBED FINDING	MEL DOES NOT INCORPORATE THE LATEST REVISION OF MMEL, MEL ON BOARD IS REVISION 18 DATED JULY 2009.
G	A07	USER DESCRIBED FINDING	MEL does not incorporate latest version of MMEL. A/c is FAA Rev 26 dated 01/10/2010
G	A07	USER DESCRIBED FINDING	MEL does not incorporate latest version of the MMEL. Version on board is dated 29/11/2010 rev 29a - latest version May 2011
G	A07	USER DESCRIBED FINDING	MEL does not incorporate the latest version of the MMEL
G	A07	USER DESCRIBED FINDING	MEL does not include the latest version of the MMEL. MEL on board dated 2007, correct version Jan 2011

G	A07	USER DESCRIBED FINDING	MEL on board a/c is Rev 7 May 2005. Latest Rev 8 dated October 2007 of MMEL was not carried on board ([REDACTED])
G	A07	USER DESCRIBED FINDING	MEL does not incorporate latest revision. On board a/c is Jan 4 2010 rev 35. Correct rev is 29b 31/05/2011
G	A10	USER DESCRIBED FINDING	Original or copy of AOC not available. Copy of AOC faxed through before flight.
G	A10	USER DESCRIBED FINDING	OPS SPEC IS HELD ON ELECTRONIC FLIGHT BAG
G	A12	USER DESCRIBED FINDING	Airworthiness Certificate expires 20/05/12 (next day)
G	A14	USER DESCRIBED FINDING	IT WAS NOTED THAT AIRCRAFT PERFORMANCE IS CALCULATED IN POUNDS. MASS AND BALANCE WAS CALCULATED ON MANUAL LOAD SHEET IN KILOGRAMMS
G	A14	USER DESCRIBED FINDING	AIRCRAFT WAS OVERWEIGHT FOR PLANNED DEPARTURE DUE TO AN UNFORESEEN INCREASE IN CARGO. SUFFICIENT FUEL WAS BURNED TO BRING THE AIRCRAFT BACK WITHIN OPERATIONAL LIMITS
G	A14	USER DESCRIBED FINDING	Load sheet only had one signature
G	A16	USER DESCRIBED FINDING	Both supernumery flight deck lifejackets expiry date Feb 2012
G	A17	USER DESCRIBED FINDING	CAPTAINS HARNESS BECOMING WORN & LOCKING INTERMITTENT
G	A17	USER DESCRIBED FINDING	CAPTAINS SEAT SHOULDER HARNESS SHOWS SIGNS OF WEAR
G	A17	USER DESCRIBED FINDING	CAPTAINS SHOULDER HARNESS SHOWS SIGNS OF WEAR.
G	A17	USER DESCRIBED FINDING	Captain and first officers shoulder harness show signs of wear
G	A17	USER DESCRIBED FINDING	Co-pilot harness (shoulder) R/H becoming frayed & worn
G	A19	USER DESCRIBED FINDING	P2 FLASHLIGHT NOT WORKING FOR THIS DAY FLIGHT
G	A19	USER DESCRIBED FINDING	Captains torch unserviceable
G	A19	USER DESCRIBED FINDING	No fitted electric torches were demonstrably available at the time of inspection. Due to non-availability of flight crew, it was not possible to confirm individual provision
G	A19	USER DESCRIBED FINDING	Flight crew had personal flashlights
G	A19	USER DESCRIBED FINDING	Fit deck crew have personal torches (flashlights) none fitted to aircraft, flight deck.
G	A19	USER DESCRIBED FINDING	Flight crew carry own flashlights
G	A19	USER DESCRIBED FINDING	Flight and cabin crew carry personal torches. Non fitted to flight deck or cabin
G	A19	USER DESCRIBED FINDING	One of the two flashlights in the fit deck is not working
G	A19	USER DESCRIBED FINDING	Personal Flashlights only
G	A19	USER DESCRIBED FINDING	Crew carry personal flashlights
G	A19	USER DESCRIBED FINDING	Personal flashlights only
G	A19	USER DESCRIBED FINDING	Personal flashlights only
G	A19	USER DESCRIBED FINDING	Personal flashlights only
G	A19	USER DESCRIBED FINDING	Personal flashlights only
G	A20	USER DESCRIBED FINDING	No evidence of LPC/Instrument rating test and expiry date.
G	A20	USER DESCRIBED FINDING	FIRST OFFICER LICENCE NOT ANNOTATED WITH LPC TEST DATE
G	A20	USER DESCRIBED FINDING	NO RADIO TELEPHONY INCLUDED ON PILOTS LICENCE
G	A20	USER DESCRIBED FINDING	NO LPC INCLUDED ON PILOTS LICENCE
G	A20	USER DESCRIBED FINDING	No expiry date on crew licenses
G	A20	USER DESCRIBED FINDING	NO EXPIRY DATE ON CREW LICENCE & NO EVIDENCE OF LINE PROFICIENCY CHECKS ON CREW LICENCE.
G	A20	USER DESCRIBED FINDING	No line proficiency checks included in pilots licences. Pilots advise that airline manages records.
G	A20	USER DESCRIBED FINDING	CREW LICENCES DO NOT HOLD A RECORD OF LINE PROFICIENCY CHECKS - CREW SAY THIS IS MANAGED BY THEIR COMPANY.
G	A23	USER DESCRIBED FINDING	SEVERAL PINK & YELLOW COPIES OF LOG PAGES NOT REMOVED ie. [REDACTED], [REDACTED]
G	A23	USER DESCRIBED FINDING	TECH LOG HAS DAILY/SERVICE BOX UNSIGNED FOR MULTIPLE SECTORS/DAYS - LAST SIGN WAS 17/03/2011. CAPTAIN IS SATISFIED AIRCRAFT AIRWORTHY & CONFIRMED WITH [REDACTED] MAINTENANCE PROVIDER THAT FOR CL601, NOT PART OF MAINTENANCE SCHEDULE AND SO NOT REQUIRED
G	A23	USER DESCRIBED FINDING	4 OPEN DEFECTS IN TECHNICAL LOG AT TIME OF THE INSPECTION. ENGINEER CALLED TO THE AIRCRAFT AND PROCESSED ENTRIES ACCORDINGLY (DEFERRED I.A.W. THE MEL)
G	A23	USER DESCRIBED FINDING	AT SEATS 20-23DEF O/H PANELS FOUND TAPED UP POSSIBLY IMPEDING DROP DOWN PANEL OPERATION - NO RECORD FOUND IN AIRCRAFT LOGS
G	A23	USER DESCRIBED FINDING	ADD NUMBER [REDACTED] HAS CDL REF [REDACTED] INSTEAD OF [REDACTED]. NOT AN AIRWORTHINESS ISSUE, JUST A MISPRINT. ON INSPECTION, THE FUEL CAP REGARDING THIS ADD WAS SUBSEQUENTLY FOUND TO BE FITTED, EVEN THOUGH THE DEFECT WAS STILL 'OPEN'. THE DEFECT WAS THEN CLEARED BY ENGINEER ON T/L [REDACTED] ITEM [REDACTED] WHICH CLOSED ADD NUMBER [REDACTED].
G	B01	USER DESCRIBED FINDING	CABIN AISLE CENTRE CARPET BETWEEN ROWS 11-13 VERY WORN
G	B01	USER DESCRIBED FINDING	Several inside toilet ash trays missing.
G	B01	USER DESCRIBED FINDING	Adult lifejackets in rear of cabin have no identification decal for area of stowage.
G	B01	USER DESCRIBED FINDING	Carpet worn full length of cabin
G	B01	USER DESCRIBED FINDING	TRAY TABLE LATCHES BROKEN (TABLES REMOVED) 12A-F, 13A-F, 14A-F, 15A-F, 16A-F, 17A-F, 18A-D, 19A-E, 20A, 20C-E, 21B-E, 22A, 22C-F, 23A-D, 24A-F, 25A-B, 25D-F, 26A-F, 27B-F, 28A-F, 29C-F, 36A-F
G	B01	USER DESCRIBED FINDING	SEAT IDENTIFIER AT 29ABC TAPED OVER, SHOWS 21 UNDERNEATH TAPE
G	B01	USER DESCRIBED FINDING	CABIN SAFETY EQUIPMENT CHART SHOWS FIRE GLOVES LOCATED AT REAR EQUIPMENT STOWAGE PER MANUAL REF [REDACTED]; GLOVES FOUND STOWED BUT NO PLACARD ON OUTSIDE OF STOWAGE DOOR
G	B01	USER DESCRIBED FINDING	Upper deck lavatory fire extinguisher empty. Extinguisher may be inoperative for flights conducted in a cargo configuration. DEFERRED CAT C IAW MEL ITEM [REDACTED] TECH LOG REF [REDACTED].
G	B01	USER DESCRIBED FINDING	At overwing exits L2/R2 electrical cable routed under carpet - unusual design configuration
G	B01	USER DESCRIBED FINDING	Several passenger seats were found to be unserviceable, engineering are aware of this and awaiting spare parts. This was confirmed with reference to the ADD log.
G	B01	USER DESCRIBED FINDING	STOWAGE OF 2 SOFT UNSECURED FLIGHT BAGS FOUND IN LOCKER PLACARDED AND CONTAINING WHEELCHAIR BAGS REMOVED ELSE WHERE
G	B01	USER DESCRIBED FINDING	STOWAGE OF 2 UNSECURED AND SEALED ORANGE PLASTIC BOXES IN OVERHEAD LOCKER, NOT IDENTIFIED BY PLACARDS.□ [REDACTED] PROVIDED INFORMATION SHEET FOR NEW EQUIPMENT CARRIED ON BOARD DATED 23/04/2010 STATING STORED IN FRONT CLOSET.
G	B01	USER DESCRIBED FINDING	LOCKER FORWARD OF SEAT 15A HAS FIRST AID KIT AND 'NO STOWAGE' LABEL ON THE DOOR. THE LOCKER ALSO CONTAINED CABIN CREW DEMO KIT
G	B01	USER DESCRIBED FINDING	VIP area security sealed. No procedure in place to check integrity of area in flight.
G	B01	USER DESCRIBED FINDING	Fwd L/H locker placarded to hold fire gloves, They are kept in a wardrobe below that has no placard
G	B01	USER DESCRIBED FINDING	Fire Gloves fore & aft stowages were not placarded. Cabin crew confirmed gloves were stowed at the correct location
G	B01	USER DESCRIBED FINDING	LAYERS OF ACCUMULATED DUST ON SHELF WITHIN WASTE BIN AREA. AND IN EMERGENCY EQUIPMENT BOXES UNDER CABIN CREW SEATS CROSS AISLE DOOR ROWS 4
G	B01	USER DESCRIBED FINDING	All aircraft toilets have the toilet seat cover stowage panel taped over to prevent contamination. Modification in progress by [REDACTED] (Part 21 modification) to solve this issue
G	B01	USER DESCRIBED FINDING	Aisle carpet in poor condition threadbare in areas.
G	B01	USER DESCRIBED FINDING	Various ashtrays have speed tape over them. They have now been written in cabin log. [REDACTED]
G	B01	USER DESCRIBED FINDING	FWD toilet seat shroud was found to be secured with fireproof tape
G	B01	USER DESCRIBED FINDING	Oxy manual release tool stowage under outbd crew seat at D/L loose
G	B01	USER DESCRIBED FINDING	Noted crash axe located in aft left hand dog box fwd of LH toilet - also placarded
G	B02	USER DESCRIBED FINDING	Cabin crew seats upper 2 right and main 4 right were found to be unsecure when harness tested (the back of the seat pulled away from the main body of seat)
G	B02	USER DESCRIBED FINDING	Door 1 left - inboard crew seat worn and torn on front of cushion.
G	B02	USER DESCRIBED FINDING	Cabin Crew Seat at location D2 the shoulder harness shows signs of wear.
G	B02	USER DESCRIBED FINDING	Rear double crew seat at door 2L had tape securing the edge trim
G	B03	USER DESCRIBED FINDING	Medical supplies not available.
G	B03	USER DESCRIBED FINDING	Rear cabin First Aid Kit, O2 bottle and Fire Extinguisher not placarded.



G	B03	USER DESCRIBED FINDING	ADD [REDACTED] - MEDICAL KIT HAS NO PADLOCK. DURING INSPECTION KIT SEEN PADLOCKED - ADD OPEN.
G	B03	USER DESCRIBED FINDING	Medical supplies not at the indicated location. ECG transmitter decal at seat row 10 does not agree with stowed equipment.
G	B04	USER DESCRIBED FINDING	Fire extinguisher in row 2D not correctly secured. See A23
G	B05	USER DESCRIBED FINDING	Location of lifejackets not placarded - not required for next sector.
G	B05	USER DESCRIBED FINDING	15 spare lifejackets missing from forward locker
G	B05	USER DESCRIBED FINDING	L/H REAR CREW SEAT HAS NO LIFE VEST DECAL.
G	B06	USER DESCRIBED FINDING	NUMEROUS ARMRESTS ON PAX SEATS INCLUDING 13C & 12A HAVE BEEN REPAIRED WITH SPEED TAPE. NO DEFERRED DEFECTS RAISED IN TECH LOG. SEE A23.
G	B06	USER DESCRIBED FINDING	12ABC DEF SEAT CAN BE MOVED FROM VERTICAL IN FWD DIRECTION
G	B06	USER DESCRIBED FINDING	VARIOUS LIFEJACKETS OBSERVED ON CABIN FLOOR - REINSTALLATION PART OF CABIN CREW CHECK
G	B06	USER DESCRIBED FINDING	Rear crew seats (double & single) at rear galley have tape applied to the corners
G	B07	USER DESCRIBED FINDING	Torch at rear attendance position is very dim, to the point of being unuseable.
G	B07	Insufficient number of serviceable torches for each cabin crew member (night flight)	Torch at forward end of cabin inoperative
G	B07	USER DESCRIBED FINDING	Right hand forward door (R1) light inoperative. Day flight.
G	B07	USER DESCRIBED FINDING	Rear vestibule emergency torch charging appears unserviceable. Day flight.
G	B07	USER DESCRIBED FINDING	UNDERSEAT STOWAGE AT CABIN CREW STATION SHOWS (PLACARDED) FLASH LIGHT INSIDE - NO FLASHLIGHTS FOUND - CABIN CREW HAVE INDIVIDUAL PERSONAL FLASH LIGHTS. □ COVERED BY TECH NOTICE IN TECH LOG
G	B07	USER DESCRIBED FINDING	SEAT IDENT STICKERS AT 29ABC DEF, & 30ABC DEF, PEELING OFF OR HAND WRITTEN ON TAPE
G	B07	USER DESCRIBED FINDING	EMERGENCY FLOOR PATH LIGHTING LENS MISSING AT ROW 2, 7, FUNCTION CHECKS SERVICEABLE
G	B07	USER DESCRIBED FINDING	Emergency flashlight rear of cabin U/S - batteries replaced during survey
G	B07	USER DESCRIBED FINDING	CABIN CREW CARRY THEIR OWN TORCHES (FLASHLIGHTS)
G	B07	USER DESCRIBED FINDING	Cabin crew flashlight at door 4L unserviceable. Batteries very weak. Day flight.
G	B07	USER DESCRIBED FINDING	Cabin Crew flashlight at door 2L inop - daytime flight
G	B07	USER DESCRIBED FINDING	x 4 aircraft flashlights beneath cabin crew seats had their tamper strips broken. The flashlights were serviceable
G	B07	USER DESCRIBED FINDING	Emergency light cover missing from door 4L, light still functional. Item recorded in cabin ADD log.
G	B07	USER DESCRIBED FINDING	Overwing exit signs in poor condition. Letters/markings missing. See photo
G	B07	USER DESCRIBED FINDING	Personal flashlights for cabin crew
G	B08	USER DESCRIBED FINDING	Both ELT's in passenger compartment were not secured in overhead lockers
G	B09	USER DESCRIBED FINDING	ON OUTSIDE OF R3 STOWAGE PBE IS INDICATED BY MASKING TAPE & PBE WRITTEN ACCROSS IT. REQUIRES CORRECT PLACARD
G	B09	USER DESCRIBED FINDING	5 THERAPUTIC OXYGEN WALKROUND MASKS DISPLAY EXPIRY DATES IN 2008 OR 2011. [REDACTED] PROVIDED EXTRACT FROM AMM [REDACTED] DECLARING DATES REFER TO SHELF LIFE ONLY. IN SERVICE, MASKS SHOULD BE SUBJECT TO ON CONDITION INSPECTIONS - [REDACTED] COULD PROVIDE NO EVIDENCE THAT THESE POST INSTALLATION CHECKS WERE TAKING PLACE.
G	B09	USER DESCRIBED FINDING	Oxygen supply to aircraft toilets is inoperative. [REDACTED] issued airworthiness directive. [REDACTED] regulation allows aircraft to be released in this condition. S.E.P. manual insert [REDACTED] refers. See attached photo.
G	B10	USER DESCRIBED FINDING	De-fibrilator not located in accordance with safety equipment layout on safety cards and not placarded in accordance with location. Problem due to new build/layout. Amended safety cards on order and placard required. Cabin crew aware of location.
G	B10	USER DESCRIBED FINDING	SAFETY BRIEFING CARDS TO BE APPROPRIATELY DISTRIBUTED & STOWED THROUGHOUT THE PAX CABIN
G	B10	USER DESCRIBED FINDING	MEGAPHONE IN FWD VESTIBULE DID NOT INITIALLY FUNCTION, THE CABIN CREW PRE FLIGHT CHECK IS TO ONLY CHECK FOR PRESENCE. IT WORKED AFTER MANIPULATION.
G	B12	USER DESCRIBED FINDING	Tray table latches can be opened in direction of evacuation. Seat Nos 22C, 23C, 24A&C, 24D,E,F, 23D&E and 22D&E.
G	B12	USER DESCRIBED FINDING	Tray table latches can be opened in the direction of evacuation (L&R exits).
G	B12	USER DESCRIBED FINDING	EXIT SIGN IN ROOF AT ROW 15ABC IS IN [REDACTED] LANGUAGE ONLY
G	B12	USER DESCRIBED FINDING	FORWARD JUMP SEAT STILL RETRACTS SLOWLY & IS ERRATIC.
G	B14	USER DESCRIBED FINDING	Crew composition in cabin crew manual for A310-300 shows 4 required for 194 seats. This aircraft is configured for 245 seats. There were 5 cabin crew on this flight. Revision for the manual is [REDACTED]
G	C01	USER DESCRIBED FINDING	Station LH867 evidence of loose fastener
G	C01	USER DESCRIBED FINDING	Tail has red protrusion, assumed to be a skid / strike (plate). Mild abrasion sustained and small crease on skin, approx 3 inches right of skid crease has been marked as 3mm deep plus 25mm across.
G	C01	USER DESCRIBED FINDING	Starboard wing underside - main tank measuring stick 5" decals missing.
G	C01	USER DESCRIBED FINDING	Masking tape stuck to underside of wings x2 left wing and x1 right wing.
G	C01	USER DESCRIBED FINDING	Left hand rear white position light inop: Aircraft dispatched per [REDACTED]
G	C01	USER DESCRIBED FINDING	NO1 SYSTEM GREEN NAV LIGHT INOP. DISPATCH PER [REDACTED]
G	C01	USER DESCRIBED FINDING	Aircraft dirty and paint scheme untidy/worn.
G	C01	USER DESCRIBED FINDING	RVSM MARKINGS DO NOT CONTRAST WITH PAINT SCHEME
G	C01	USER DESCRIBED FINDING	STATIC WICKS - MISSING AT TAIL PLANE R/H TIP & TAIL PLANE L/H TRAILING EDGE 3RD OUTBOARD. [REDACTED] ENGINEERS ASSESSED AND PERMITTED UNDER CDL □ [REDACTED]. DEFERRED DEFECT [REDACTED] & [REDACTED]
G	C01	USER DESCRIBED FINDING	"WARNING RELEASE AIR IN STRUT BEFORE REMOVING VALVE" STENCIL ON BOTH GEAR OLEO'S READABLE BUT FADING/WORN.
G	C01	USER DESCRIBED FINDING	CARGO DOOR FUS PANEL INSIDE FACE DECAL- DAMAGED/ ILLEGIBLE
G	C01	USER DESCRIBED FINDING	PANEL DECAL MISSING ON PANEL ON NO 1 ENGINE OUTBD FACE FWD OF "THRUST REVERSER" DECAL PANEL
G	C01	USER DESCRIBED FINDING	GENERAL COMMENT PAINT ON 90 PERCENT OF RIVET HEADS MISSING, HAD BEEN ENTERED AS A PREVIOUS SAFA FINDING IN DEFERRED ITEMS
G	C01	USER DESCRIBED FINDING	R/H ENGINE OUTBD UPPER SIDE HOIST POINT DECAL IS UNREADABLE, BUT ETCHED INTO STRUCTURE
G	C01	USER DESCRIBED FINDING	DECALS FUEL CAVITY VENT AND FUEL TANK VENT UNREADABLE ON INBOARD RIGHT HAND WING, UNDERSIDE AFT
G	C01	USER DESCRIBED FINDING	EVIDENCE OF OIL STAINS ON ENGINES 1-2
G	C01	USER DESCRIBED FINDING	RED HATCHING AREA MISSING IN LARGE PARTS AROUND RAT. (RAT)= RAM AIR TURBINE.
G	C01	USER DESCRIBED FINDING	THE FOLLOWING DECALS ARE BADLY ERODED: 1- POTABLE WATER (LOWER L/H SIDE). 2- STATIC PORTS. 3- JACK POINT, FWD LWR L/H SIDE. 4- HI POWER MULTI FLOW VALVE, FRONT LOWER L/H SIDE.
G	C01	USER DESCRIBED FINDING	OIL TANK ACCESS POINT DECAL ON NUMBER 3 ENGINE UNREADABLE
G	C01	USER DESCRIBED FINDING	TAIL NAV LIGHT INOPERATIVE. (DAYTIME OPERATIONS)
G	C01	USER DESCRIBED FINDING	FUEL VENT DECALS ARE UNREADABLE UNDER EACH WING
G	C01	USER DESCRIBED FINDING	1 FASTENER MISSING ON LH PYLON UPPER PANEL, ENGINEER INFORMED
G	C01	USER DESCRIBED FINDING	PANEL 192KB HAS ONE FASTENER MISSING
G	C01	USER DESCRIBED FINDING	PAINT IN POOR CONDITION SOME LARGE AREAS MISSING AND SEVERAL DECALS IN POOR CONDITION
G	C01	USER DESCRIBED FINDING	L/H wing body fairing 1 x fastener missing leading body edge. [REDACTED]
G	C01	USER DESCRIBED FINDING	R/H wing to body fairing 1 x fastener missing. [REDACTED]
G	C01	USER DESCRIBED FINDING	No operator decals for over pressure valve LH/RH wing tank
G	C01	USER DESCRIBED FINDING	R/h wing lower surface - panel aft of landing gear bay was showing signs of wear around fastener holes
G	C01	USER DESCRIBED FINDING	Missing fastener on panel 171BB. In limits in accordance with [REDACTED]
G	C01	USER DESCRIBED FINDING	Fastener on panel 191BB was found to be held in place by speed tape.
G	C01	USER DESCRIBED FINDING	R/H wing nav light system 1 was U/S. Daytime flight. This was also previously raised as B - defect Page 1137 and cleared on 14/07/2012
G	C01	USER DESCRIBED FINDING	Panel 192GB had x 2 non adjacent fasteners missing on upper edge.

G	C01	USER DESCRIBED FINDING	Panel 675KB beneath R/H aileron had a missing fastener. See photo
G	C01	USER DESCRIBED FINDING	Fuel Capacity decals on l/h and r/h wings unreadable. See photo
G	C01	USER DESCRIBED FINDING	Re A23 - Speed tape temp repair to no 1 (inbd) slat not recorded in tech log.
G	C01	USER DESCRIBED FINDING	Anti-ice duct exhaust access decals in very poor condition
G	C01	USER DESCRIBED FINDING	Re A23 - Paint damage on vertical stabiliser previously reported. No actions/ADD's
G	C01	USER DESCRIBED FINDING	R/H wing tip - rear nav light of the pair was inop
G	C01	USER DESCRIBED FINDING	Re A23 - Note on lower part of front fuselage in front of NLG lightning strike damage unrecorded in aircraft log. Entered in a/c tech log for assessment by engineers
G	C01	USER DESCRIBED FINDING	Re A23 - One static discharge wick missing from RH horizontal stabiliser. Not recorded in a/c documents but allowable in MEL.
G	C02	USER DESCRIBED FINDING	Main cargo door sill damaged along the full length and lower edge of door is creased
G	C04	USER DESCRIBED FINDING	LEFT HAND MAIN OUTBOARD TYRE HAS FLAT SPOT - CAPTAIN CONTACTED TECHNICAL SUPPORT WHO ADVISED TYRE WEAR WAS WITHIN LIMITS. CREW AGREED TO PROVIDE SUPPORTING DETAILS TO THE [REDACTED] BY MONDAY [REDACTED]
G	C04	USER DESCRIBED FINDING	Rear outboard LH Main Landing Gear tyre deep cut. [REDACTED] section [REDACTED] shows cut as serviceable.
G	C04	USER DESCRIBED FINDING	The number 1 position main wheel assembly, (L/H MLG outboard wheel) showed a distinct indication (of a possible crack - Moderator wording) in the paint of the wheel which appeared to be originating from one of the tie bolts that attach the two wheel halves together. Captain contacted [REDACTED] who dispatched a type rated engineer who cleaned and inspected the wheel. (The possible defect was entered in the Tech Log & the entry cleared by the engineer on completion of his inspection - Moderator wording)
G	C04	USER DESCRIBED FINDING	No 3 main wheel has no visible tread pattern but within limits
G	C04	USER DESCRIBED FINDING	'Inflate with nitrogen' not found on oleo struts but found in wheel bay
G	C04	USER DESCRIBED FINDING	Tyres unserviceable and not recorded. LH no 3 nosewheel cords exposed. RH No 7 wheel has retread separation. Apparent sidewall damage. See photos
G	C05	USER DESCRIBED FINDING	Nose undercarriage torque links shows signs of wear at upper, lower and centre hinges
G	C06	USER DESCRIBED FINDING	R/H BODY GEAR WHEEL WELL TWO OUTBOARD LAMPS INOP
G	C06	USER DESCRIBED FINDING	R/H body gear bay centre inspection light inoperative
G	C07	USER DESCRIBED FINDING	Number 2 engine acoustic liner recently repaired. Repair sealant needs re-applying. Engineer has made tech log entry page [REDACTED].
G	C07	USER DESCRIBED FINDING	Evidence of fluid leak from port engine lower cowl drain. Crew identified during walk round. □ Maintenance organisation supporting aircraft aware
G	C07	USER DESCRIBED FINDING	Oil leak observed from No1 engine but due to high wind unable to assess leak rate. Oil consumption 31 quarts over 82 hours. Satisfactory iaw [REDACTED] allows 1.14 quarts per hour.
G	C07	USER DESCRIBED FINDING	RED DECALS ON OIL BREATHER PIPES BADLY DETERIOATED ENGINE 1 AND 2
G	C07	USER DESCRIBED FINDING	PAINT DAMAGE ON I/B (SIDE OF) NO2 ENGINE, COVERED BY LARGE AMOUNT OF SPEED TAPE. DAMAGE CHART REFERS TO SRM TO BE REPAIRED AT FIRST OPPORTUNITY. NO TIME LIMIT SPECIFIED ON DEFECT IN ADD'S & NO REQUIREMENT TO MONITOR DAMAGE FOR DETERIORATION
G	C07	USER DESCRIBED FINDING	Safety markings not applied or unreadable. Both eng 1 and 2 spinner spiral markings very badly eroded.
G	C07	USER DESCRIBED FINDING	Both No 1 & 2 engine reverser lock out points covered in speed tape (informed eng)
G	C07	USER DESCRIBED FINDING	Re: A23 - L/H pylon has 3 screws missing. Not in tech log - defect entered into tech log for replacement on return to [REDACTED]. Ref [REDACTED].
G	C07	USER DESCRIBED FINDING	Re A23 - Dent on inside lip of No 2 engine to be referenced as to limits. Dent found to be in limits IAW [REDACTED]
G	C07	USER DESCRIBED FINDING	Ref A23 - No 1 engine had damage to the outlet guide vanes leading edges between 9 o'clock positions and 12 o'clock. Found to be within limits IAW [REDACTED]. 50 hour limit applied. See photos
G	C08	USER DESCRIBED FINDING	DAMAGE TO FAN BLADE L/E ON NO 3 ENGINE
G	C08	USER DESCRIBED FINDING	SEE ITEM A23/3 - ONE EACH FAN BLADE, EACH ENGINE MINOR DELAM DAMAGE. A/C RELEASED IAW AMM [REDACTED] ON ADD [REDACTED] & ADD [REDACTED], #1 & #2 ENGINES RESPECTIVELY
G	C10	USER DESCRIBED FINDING	Numerous repairs to RH leading edge inflatable boot
G	C10	USER DESCRIBED FINDING	Ref A24 - Panel 191KB had speedtape securing a fastener in position. Nil record in aircraft documentaion
G	C10	USER DESCRIBED FINDING	No 1 engine pylon evidence of repair with no information in tech log. Engineering informed. See attached photo
G	C10	USER DESCRIBED FINDING	Re A23 - speed tape on top & bottom of F/O windscreen because screen has been replaced. Tape has been placed on 17/07/2012to allow a cure to dry. Windscreen ADD closed
G	C10	USER DESCRIBED FINDING	Stbd inner mainplane leading edge has speed tape repair, and has been body filled. No evidence of this filler repair/certification on a/c. (Dent & Buckle item [REDACTED])
G	C11	USER DESCRIBED FINDING	DENT ON L/E OF RH WING APPROX 2M OUTBOARD OF WING ROOT, NOT RECORDED AS A DEFECT OR ENTERED ON DENT AND BUCKLE CHART.
G	C11	USER DESCRIBED FINDING	Speed tape found applied to LH nose landing gear door - no ADD, no info available to maintenance LHR. No record when tape applied. Entered in tech log (at time of inspection - Moderator Note).
G	C11	USER DESCRIBED FINDING	Refer to A23 - Aft fuselage panel found speed tape closed no tech log entry info/ADD. T/L page [REDACTED] covers missing panel. See attached photo
G	C11	USER DESCRIBED FINDING	Re A23 - RH wing - aft engine flap track cover - surface deterioration exposing substrate. No record in aircraft damage chart/log
G	C12	USER DESCRIBED FINDING	HYD LEAK - FWD OF LEFT HAND GEAR MOUNTING PINTLES & AT LEFT HAND GEAR DOOR HINGE. [REDACTED] ENGINEERS ASSESSED & IN LIMITS PER AMM [REDACTED]
G	C12	USER DESCRIBED FINDING	EVIDENCE OF HYDRAULIC OIL LEAKAGE BOTH TOP SURFACES OF BOTH WINGS ADJACENT TO SLAT ACTUATORS
G	C12	USER DESCRIBED FINDING	Noticed on both engine pylon panels signs of hot air leakage. (Crew reported no defect noted - possibly previous damage) see attached photos
G	C12	USER DESCRIBED FINDING	Leakage from toilet valve observed on outside of aircraft (blue streaks)
G	D01	USER DESCRIBED FINDING	FORWARD CARGO COMPARTMENT HAS DEBRIS IN HOLD
G	D01	USER DESCRIBED FINDING	EVIDENCE OF FIRE PROOF TAPE MISSING IN NO2 HOLD REAR CARGO HOLD
G	D01	USER DESCRIBED FINDING	Cargo deck floor heavily covered in aluminium debris, requires cleaning
G	D02	USER DESCRIBED FINDING	ICAO ERG held in aircraft library out of date (2009-2010 edition) should be 2011-2012 edition.
G	D03	USER DESCRIBED FINDING	CAPTAIN & LOADMASTER FOLLOWING CARGO LOADING PROCEDURES I.A.W. OPS MAUAL [REDACTED]. CREW INFORMED NO NEW LOADING PROCEDURES IMPLEMENTED.
G	E01	USER DESCRIBED FINDING	Team ensured all procedures had been carried out IAW with appropriate legislation. [REDACTED] crew & maintenance demonstrated a high professional standard. They invited the team on board on completion of defect rectification.

# FOI Request F0009234

**Request:** A breakdown of the "Class of Action" data - something that shows details of the actions taken (e.g. Restrictions of flight altitudes if oxygen system deficiencies have been found).

Class of action	Description
3a) Restriction on aircraft flight operation	A/C dispatched with pax seated between rows 1-11, (18 seats, 17 pax). Confirmed
3a) Restriction on aircraft flight operation	A23 - Toilet 'D' now inop and secured closed
3a) Restriction on aircraft flight operation	B08 The CAT3A finding on the subject aeroplane did result in the crew entering the defect in the aircraft technical log, declaring the exit inoperative and then planning the despatch in accordance the Inoperative Exit policy in their MEL. This would meant reducing the pax count around the exit but as the aeroplane was going to despatch with only 60 pax, this was not a problem.
3a) Restriction on aircraft flight operation	B12 - Seat secured and declared as inop. Tech log [REDACTED] raised. MEL Ref [REDACTED]
3a) Restriction on aircraft flight operation	B12 - Seats inop, nil use. T/L [REDACTED]
3a) Restriction on aircraft flight operation	B12 DEFECT RECORDED ON SRP [REDACTED] & TRANSFERRED TO ADD LOG.
3a) Restriction on aircraft flight operation	B12 TRAY TABLES SECURED UPRIGHT/ STOWED. SEAT ROWS 18A TO F
3a) Restriction on aircraft flight operation	B12, B4 + B1 - witnessed entered in tech log by [REDACTED] engineer for action
3a) Restriction on aircraft flight operation	B9 - Toilet locked out for this flight. Inop
3a) Restriction on aircraft flight operation	C12 - Aircraft leak assessed by captain IAW [REDACTED]. Aircraft returned to [REDACTED] with no pax as allowed by MM.
3a) Restriction on aircraft flight operation	C7 - TLB [REDACTED] leak check completed IAW [REDACTED] leak classified as 'heavy'
3a) Restriction on aircraft flight operation	Cargo containers listed in finding removed from use. Netted pallets used as a used as a replacement for the carriage of passengers baggage. Action recorded in aircraft Technical Log.
3a) Restriction on aircraft flight operation	ENTERED INTO TECHNICAL LOG FOR RESOLUTION BEFORE DESPATCH FINDING
3a) Restriction on aircraft flight operation	MEL [REDACTED] says aircraft should carry 17 but can be dispatched with 14. D 120 days.
3a) Restriction on aircraft flight operation	TRANSFERRED TO AIRCRAFT TECHNICAL LOG - FASTENERS TO BE REPLACED BEFORE DESPATCHED.
3b) Corrective actions before flight	#2 REAR WHEEL REPLACED BEFORE DEPARTURE
3b) Corrective actions before flight	[REDACTED] TLP refers to position light & waste bin flaps
3b) Corrective actions before flight	1. CAPTAIN CONTACTED TECHNICAL SUPPORT AND CONFIRMED HIS BELIEF THAT HIS NAA HAS ACCEPTED THIS CONFIGURATION. OPERATOR TO PROVIDE SUPPORTING DOCUMENTATION TO UK CAA TO VERIFY BY 29 NOV 2010. INFORMATION PROVIDED INDICATED THAT THE ACTUAL AIRFRAME WAS NOT APPROVED FOR THIS CONFIGURATION.
3b) Corrective actions before flight	2 PORTABLE OXYGEN MASKS REPLACED, TECH LOG [REDACTED]
3b) Corrective actions before flight	2 SPARE MASKS LOCATED BRINGING TOTAL ONBOARD TO 4 - FLIGHT OPERATED IAW MEL [REDACTED] ADD RAISED [REDACTED]
3b) Corrective actions before flight	TCAS EXEMPTION ISSUED 05/10/10 PRIOR TO DESPATCH BACK TO [REDACTED].
3b) Corrective actions before flight	A04 - AFM CHARTS USED FOR DEPARTURE
3b) Corrective actions before flight	A05 SAFA ON INBOUND FLIGHT, CREW HAVE PERSONAL COPIES. OPERATOR TO ENSURE NEXT CREW HAS COPIES OF 2011 OR PHOTOCOPY. SUBSEQUENTLY LATEST 2011 COPY FOUND ON A/C (X2)
3b) Corrective actions before flight	A12 - deficiency corrected by the provision of a certified true copy for carriage on board. Seen and accepted by inspectors.
3b) Corrective actions before flight	A12 CURRENT ARC SUPPLIED ISSUE DATE 19/08/11. DATE OF EXPIRY
3b) Corrective actions before flight	A12 VALID COPY OF ARC EMAILED TO HANDLING AGENT AND PLACED ON AIRCRAFT
3b) Corrective actions before flight	A13 & A14 No action required - flight completed
3b) Corrective actions before flight	A16 & B05 Tech Log entry made to replace prior to departure. The aircraft eventually departed to [REDACTED] & the routing taken would have required the carriage of lifejackets.
3b) Corrective actions before flight	A17 - Dispatch c/o IAW MEL. [REDACTED]. Shoulder harness on F/O side may be inop for 3 flights. ASS raised on work order [REDACTED]
3b) Corrective actions before flight	A17 A/C DISPATCHED IAW MEL [REDACTED] TECH LOG REF [REDACTED] ADD REF [REDACTED]
3b) Corrective actions before flight	A17 [REDACTED] ENGINEER RE-ADJUSTED TOP GUIDE. SHOULDER STRAP OPERATION NOW OPERATING CORRECTLY. AIRCRAFT TECH LOG PAGE [REDACTED]
3b) Corrective actions before flight	A18 O2 SYSTEM FILLED 1800 PSI IAW [REDACTED]. NIL LEAKS FOUND. SYSTEM INSPECTED NO FAULT FOUND. [REDACTED] ENGINEER CRS TECH LOG PAGE [REDACTED].
3b) Corrective actions before flight	A19 - Flight crew torch batteries replaced by engineering
3b) Corrective actions before flight	A19 Replaced by servicable torch
3b) Corrective actions before flight	A20 - Asked for a scanned copy to be sent to Inspector & SAFA email. 10/08/12 1300 scanned copy seen
3b) Corrective actions before flight	A20 - Copy emailed from company to verify validity
3b) Corrective actions before flight	A20 - Licence faxed to handling agent. Reviewed copy & found satisfactory
3b) Corrective actions before flight	A20 [REDACTED] BASE SCANNED AND E-MAILED TYPE RATING / MEDICAL/ VALIDITY AND ELP 4. INSPECTED AND VERIFIED SATIS PRIOR TO DESPATCH
3b) Corrective actions before flight	A20 VALID CERTIFICATE PROVIDED VIA FAX @ 11:30
3b) Corrective actions before flight	A22 - Maintenance contacted and confirmed these actions are carried out and recorded at base. The system is going to be improved post inspection. A/c released.
3b) Corrective actions before flight	A23 - Authorised extension received by ACARS. Decision [REDACTED]
3b) Corrective actions before flight	A6 - copy of up to date charts to be emailed today. Satisfactory email rec'd.
3b) Corrective actions before flight	A6 - Latest issues provided by [REDACTED]
3b) Corrective actions before flight	A7 - MEL was loacted in engineering office and placed on board. 2 sectors flown without the MEL
3b) Corrective actions before flight	ADD's [REDACTED] rectified 15/01/11 & [REDACTED] rectified 14/01/11 prior to despatch post
3b) Corrective actions before flight	AIRCRAFT GROUNDED UNTIL REPLACEMENT PILOT SOURCED.
3b) Corrective actions before flight	B01 BOXES RELOCATED TO OVERHEAD LOCKER
3b) Corrective actions before flight	B01 [REDACTED] ENGINEERS TO SEAL WITH TAPE
3b) Corrective actions before flight	B01 [redacted] ENGINEERING TO SECURE WITH CORRECT LASHING KIT - NORMALLY PROVIDED
3b) Corrective actions before flight	B01 [REDACTED] ENGINEER LOCKED TOILET OUT & DISPATCH PER MEL [REDACTED]
3b) Corrective actions before flight	B03 - Deficiency entered in Technical Log - to be actioned before next flight.
3b) Corrective actions before flight	B06 SEAT 2B PLACARDED AS REQUIRED BY MEL
3b) Corrective actions before flight	B06 SEAT POCKET REPAIRED PRIOR TO DESPATCH
3b) Corrective actions before flight	B07 Door lever panel repaired prior to despatch
3b) Corrective actions before flight	B08 - T/L [REDACTED] entry - Defect transferred to Deferred Items Log [REDACTED]
3b) Corrective actions before flight	B1 - Box refitted by [REDACTED] engineer
3b) Corrective actions before flight	B1 - covers were resecured by maintenance personnel. Log ref [REDACTED]
3b) Corrective actions before flight	B1 - Trash and stowed items removed
3b) Corrective actions before flight	B1 Supplies restored in aircraft appropriately.
3b) Corrective actions before flight	B1/13 & B13/4 CAPTAIN TO ARRANGE FOR RE-STOWAGE OF LUGGAGE & LIAISE WITH OPS TO PREVENT FURTHER OCCURRANCE/CREW NOTICE
3b) Corrective actions before flight	B1: TISSUES FOUND IN VENTS OF DOORS 2 LEFT AND 2 RIGHT. REMOVED BY CABIN CREW.

3b) Corrective actions before flight	B11 Once it had been established that the activity was being carried out in a manner at variance to the operators OM requirements, the task had been completed. No further action required
3b) Corrective actions before flight	B12 - AFT double seat at door 2r declared inoperative. MEL [REDACTED] refers. Tech log [REDACTED] raised. Cabin crew moved to adjacent seat.
3b) Corrective actions before flight	B12 - Entry made in a/c maintenance log [REDACTED]. Tray tables attached to seats 12FED removed MEL ref [REDACTED]
3b) Corrective actions before flight	B12 - Tray table removed by engineers. T/L entry No: [REDACTED]
3b) Corrective actions before flight	B12 - Tray table was secured and seat row blocked. [REDACTED]
3b) Corrective actions before flight	B12 ADJUSTED BY [REDACTED] ENGINEERS & NOW AUTO RETRACT FULLY OPERATIONAL [REDACTED]
3b) Corrective actions before flight	B12 Aft CCM seat defect rectified prior to despatch of aircraft - correspondence from [REDACTED] dated 18/11/2011 refers
3b) Corrective actions before flight	B12 Captain made tech log entry and verbally informed cabin crew that seats were unserviceable. Crew informed SAFA Inspectors that the aircraft was not full and so crew could be relocated to adjacent passenger seats. Tech log entry Ref [REDACTED]
3b) Corrective actions before flight	B12 FWD FACING JUMP SEAT AT R2 STATION FAILS TO RETRACT. TECH LOG PAGE [REDACTED] ITEM [REDACTED] - ADD RAISED
3b) Corrective actions before flight	B12 Screens removed by crew
3b) Corrective actions before flight	B12 Seat locked up prior to departure.
3b) Corrective actions before flight	B12 SEATS L1 AND R4 CARRIED FORWARD TO BASE DUE NIL SPARES IAW MEL [REDACTED] CAT B 'SEATS SECURED IN STOWED POSITION & PLACARDED "NOT TO BE OCCUPIED" TECH LOG ITEM [REDACTED]
3b) Corrective actions before flight	B12/04 Cabin Log book entry made ref Log page [REDACTED]. [REDACTED] called to correct prior to despatch.
3b) Corrective actions before flight	B4 - Items removed
3b) Corrective actions before flight	B6 [REDACTED] SRP ADD SEAT 9C LOCKED OUT OF USE
3b) Corrective actions before flight	B7/6. TECH LOG [REDACTED] RAISED. EMERGENCY EXIT LIGHT CONNECTION
3b) Corrective actions before flight	B9 - MEL Ref: [REDACTED]. A/c may dispatch as long as toilet not used above FL100
3b) Corrective actions before flight	BA Engineers raised in Tech Log in order to rectify prior to despatch page [REDACTED]
3b) Corrective actions before flight	Bottle removed - dispatch IAW with MEL [REDACTED]. Authority [REDACTED]
3b) Corrective actions before flight	C01 transferred to [REDACTED]. Replaced satis.
3b) Corrective actions before flight	C1 - Fasteners retorqued by maintenance
3b) Corrective actions before flight	C1 - [REDACTED] release to service. Screws + washers fitted [REDACTED]
3b) Corrective actions before flight	C1 [REDACTED] Re: [REDACTED] Structure engineers. (PP = production permit)
3b) Corrective actions before flight	C12 Tech log entry [REDACTED] blow out panel secured
3b) Corrective actions before flight	C3/0AMM [REDACTED] - Ref Sector page [REDACTED]. Deferred as per [REDACTED]
3b) Corrective actions before flight	C4 Tyre replaced before despatch
3b) Corrective actions before flight	Capt entered above defects in tech log. Engineers to correct defects before departure.
3b) Corrective actions before flight	Captain entered defect in Tech Log for repair or deferral. MEL would allow deferral
3b) Corrective actions before flight	CAPTAIN OBTAINED COPY OF HIS LICENCE BY FAX PRIOR TO DESPATCH
3b) Corrective actions before flight	CAPTAIN RECORDED DEFECT IN TECH LOG. TECHNICIAN IN ATTENDANCE & REPAIRING THE ITEM AT TIME OF INSPECTION.
3b) Corrective actions before flight	CAPTAIN REMOVED INCORRECT CARD TYPE
3b) Corrective actions before flight	Captain was informed of his responsibilities with regard to Mass & Balance
3b) Corrective actions before flight	CAPT'S CLASS1 MEDICAL EXPIRED 01/02/12 AUTHORITY OBTAINED FROM COMPANY OPS, SHOULD HAVE BEEN [REDACTED].
3b) Corrective actions before flight	Cargo net correctly positioned before departure.
3b) Corrective actions before flight	Cargo to be reloaded & vertical stanchion to be correctly positioned & secured
3b) Corrective actions before flight	COPY OF LICENCE/MEDICAL PROVIDED PRIOR TO FLIGHT
3b) Corrective actions before flight	Copy of maintenance releases sent from main base. Finding satisfied. Aircraft
3b) Corrective actions before flight	Copy of maintenance releases sent from main base. Finding satisfied. Aircraft
3b) Corrective actions before flight	CREW RELOCATED BOTH FIRST AID KITS TO SAFE STOWAGE
3b) Corrective actions before flight	D02/D03. BOTH ITEMS FOUND ON INBOUND FLIGHT. CAPTAIN BRIEFED AT LENGTH ON CORRECT LOADING PROCEDURE TO BE FOLLOWED.
3b) Corrective actions before flight	D1 - ballast removed from aircraft and loadsheets recalculated
3b) Corrective actions before flight	D1 FWD LOWER CARGO HOLD-L/H SIDEWALL BLOW OUT PANEL STA 15261 THIS WAS THEN REALIGNED BY MAINTENANCE AND FITTED CORRECTLY IAW [REDACTED]. TECH LOG [REDACTED] RAISED.
3b) Corrective actions before flight	D2 - Items removed from flight
3b) Corrective actions before flight	D2 - Mobility Aid offloaded from aircraft
3b) Corrective actions before flight	D2 - Mobility Aid unloaded from ULD on arrival
3b) Corrective actions before flight	D2 TO PREVENT DAMAGE TO DG IN TRANSIT THE ULD WAS OFFLOADED
3b) Corrective actions before flight	D3 - [REDACTED] offloaded
3b) Corrective actions before flight	D3 - Bins removed before flight and replaced with alternative
3b) Corrective actions before flight	D3 - Cases removed during offload
3b) Corrective actions before flight	D3 - hold unloaded on arrival. A/c positioned empty back to [REDACTED]
3b) Corrective actions before flight	D3 - Offload carried out, net secured for departure
3b) Corrective actions before flight	D3 - TL entry net inop aft bulk 98. [REDACTED]. Containers unloaded
3b) Corrective actions before flight	D3 - ULD unloaded post flight
3b) Corrective actions before flight	D3 - ULD was offloaded from aircraft
3b) Corrective actions before flight	D3- A/C offloaded as part of turnaround
3b) Corrective actions before flight	D3 x 2 - Mobility Aid off loaded - arrival flight.
3b) Corrective actions before flight	D3/4 FLY AWAY KIT RESECURED BEFORE FLIGHT
3b) Corrective actions before flight	Defect raised in Tech Log. [REDACTED] Maint engineers awaiting [REDACTED] concession.
3b) Corrective actions before flight	DEFECT REPAIRED BY ENGINEER BEFORE DEPARTURE AND DEFERRED
3b) Corrective actions before flight	DEFECTS TO BE INSPECTED AND SIGNED FOR BEFORE FLIGHT.
3b) Corrective actions before flight	ENGINEER AGREED TO REPLACE SPRING OR, IF NOT AVAILABLE, DISPATCH PER MEL.
3b) Corrective actions before flight	ENGINEER DEFERRED SEAT DUE TO BROKEN SPRING IAW MEL [REDACTED]
3b) Corrective actions before flight	Engineer entered defect in aircraft technical log for rectification prior to despatch.
3b) Corrective actions before flight	ENGINEERS RECTIFICATION TECH LOG SHEET ATTACHED TO F1000. TEMP REPAIR SIGNED OFF BY [REDACTED]
3b) Corrective actions before flight	ON SRP [REDACTED] & ADD [REDACTED] RAISED FOR 10 FLIGHT CYCLES.
3b) Corrective actions before flight	ENTRY MADE IN TECH LOG AND AIRCRAFT DEPARTED WITH DOOR MARKED INOPERATIVE
3b) Corrective actions before flight	Fault entered into Tech Log and operator was in liaison with their maintenance organisation ([REDACTED]) to either replace or have the bottle recharged prior to departure the following day.
3b) Corrective actions before flight	[REDACTED] refers now 3 crew operation (flight despatched as 3 crew not 4)
3b) Corrective actions before flight	FIRE EXTINGUISHER AT DOOR UR1, NOT READILY AVAILABLE, DUE TO STOWAGE OF SPARE LIFE JACKETS, SPARE JACKETS REMOVED AND STOWED ELSEWHERE BY [REDACTED] ENGINEERING
3b) Corrective actions before flight	FLIGHT CREW INFORMED. DISCUSSED WITH CAPTAIN. BAGGAGE LOADED ALTERNATIVE COMPARTMENT.
3b) Corrective actions before flight	DEFECT ENTERED TECH LOG [REDACTED]
3b) Corrective actions before flight	FREED - NOW SERVICEABLE BY [REDACTED] ENGINEERING. [REDACTED]
3b) Corrective actions before flight	HOLD DECLARED INOP, NOT TO BE USED FOR DEPARTURE SECTOR

3b) Corrective actions before flight	Loose articles either secured or removed from aircraft
3b) Corrective actions before flight	[REDACTED] ENGINEER SPEED TAPED LATCHES - FLUSH AND IN CLOSED POSTION TECH LOG PAGE [REDACTED]
3b) Corrective actions before flight	MANUALS RE STOWED AND SECURED IN OVERHEAD LOCKER AT 1DEF
3b) Corrective actions before flight	New issue AOC faxed by company to aircraft (Expires 17/05/12). AOC certificate confirmed as being valid for the inbound sector.
3b) Corrective actions before flight	NO. 3 ENGINE OUTBOARD AIRVANE STRAKE HOLD MISSING - DAMAGE OUTSIDE LIMITS
3b) Corrective actions before flight	PHOTCOPY / FAX SUPPLIED PRIOR TO DESPATCH
3b) Corrective actions before flight	PILOT MEDICAL EXPIRED 12 DEC 2011. NAME [REDACTED]. A/C OPERATED WITH 3 CREW IAW FCOM 7.3.2.1. FLIGHT TIME 11 HRS. MAX DUTY TIME 13 HRS
3b) Corrective actions before flight	Replacement batteries sourced and installed.
3b) Corrective actions before flight	Replacement documents sent from [REDACTED] prior to departure.
3b) Corrective actions before flight	SAFA inspectors had a telephone conversation with [REDACTED] who confirmed all aircraft documents were valid.
3b) Corrective actions before flight	Speed tape applied for repair for final repair within 5 flights - AMM ref [REDACTED]
3b) Corrective actions before flight	Speedtape re-applied on temp repair - [REDACTED]
3b) Corrective actions before flight	TECH LOG ENTRY [REDACTED] RAISED. ENGINEERING REPOSITIONED SEAT BELTS TO MEET DISPACH REQUIREMENTS FOR CABIN CREW SEATING. [REDACTED]
3b) Corrective actions before flight	Tech log item [REDACTED] raised
3b) Corrective actions before flight	Temporary replaced by spare in crew rest (not being used) - to be replaced at [REDACTED] base on return
3b) Corrective actions before flight	The SAFA Inspectors were satisfied that the operator would follow their national rules under ICAO Annex 6 & 8 and the Ops Manual, and would not fly the aircraft until rectification/deferred action with justification was certified under the relevant maintenance regulation by an appropriately authorised engineer.
3b) Corrective actions before flight	Toilet emptied and placed inoperable.
3b) Corrective actions before flight	Transferred to cabin log, to tech log - deferred in accordance with [REDACTED]
3b) Corrective actions before flight	Wheel chair moved and secured in correct location.