

PARTICULARITIES OF SAFA INSPECTIONS

'Lessons to be Learned'

*Wings of Russia
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Background

- ICAO formed in December 1944 (52 Nations)
 - Chicago Convention (ratified by 26 Nations)
 - Now 18 Annexes to the Convention including minimum Standards and Recommended Practices (SARP)
 - Annex 1 – Personnel Licensing
 - Annex 6 – Operation of Aircraft
 - Annex 8 – Airworthiness of Aircraft
 - Annex 10 – Aeronautical Telecommunications
 - Annex 18 – The Safe Transport of Goods by Air

Background

- ICAO was effectively a club and the 'Members trusted to comply'
- 1992 - FAA IASA (International Aviation Safety Assessments)
- 1996 – ECAC voluntary SAFA programme, managed by JAA
- 1999 – ICAO USOAP (Universal Safety Oversight Audit Programme)
- April 2004 – EC SAFA Directive (2004/36/CE)

SAFA Programme

- 42 European States participate in the Programme
- European Commission responsible for the programme
- EASA responsible for database, data analysis, reporting of unsafe conditions, advice to the EC, development of the programme and training development
- Inspection of Third Country aircraft are made on the Ramp
- Policy is not delay an aircraft departing except for safety reasons
- Checks Operator and the oversight of the Aviation Authority

What aircraft are inspected

- Targeted aircraft through NAA 'intelligence'
- Random selection of aircraft
- Those Operators on a "Warning"
- 37,000 Ramp inspections done up to February 2007
- Number of inspections increasing (UK up from 200 to 820 per year)

NAA protocol during an inspection

- Preferably performed by 2 Inspectors
- Must not board without introducing themselves to the Capt or Representative
- Inspectors must show tact and diplomacy
- Unnecessary contact with passengers to be avoided
- Reduce inconvenience to a minimum
- Not to delay an aircraft without good reason
- Scope of the inspection dictated by length of the turnaround
- Advised to have the Airline Representative present during the inspection

SAFA Inspection procedures

- Inspectors to be knowledgeable in both technical and operational matters
- Inspectors to have a knowledge of the ICAO Annexes
- Inspections performed against the ICAO Standards and the technical condition against the manufacturers manuals
- A two page Checklist of 53 items is used in all cases
 - 24 Operational requirements checked on the Flight Deck
 - 14 Safety and Cabin items
 - 12 aircraft condition items
 - 3 cargo and cargo compartment items

SAFA Inspection procedures

- Inspectors complete the Form recording deviations from ICAO Standards
- Three levels of Findings are recorded:
 - Category 1 – minor influence on safety
 - Category 2 – may have a significant influence on safety
 - Category 3 – major influence on safety

SAFA Classes of Action

- Depending on the levels of Findings different actions take place
 - Category 1 – minor influence on safety
 - The Captain is briefed
 - Category 2 – may have a significant influence on safety
 - The Captain is briefed
 - Letter to NAA and copy to the Operator
 - Category 3 – major influence on safety
 - The Captain is briefed
 - Letter to NAA and copy to the Operator
 - Corrective actions e.g. operational restrictions, actions before flight, actions at maintenance base, grounding or entry permit repercussions

Typical Findings

- Flight Manual not approved by State of Operation, not up to date
- EGPWS not installed, no evidence of Special Operating approvals (e.g. RVSM, MNPS, BRNAV)
- MEL no evidence of approval, not on board, out of date or the MMEL being used
- Emergency Exit lights not working, Floor Path Lighting not working, torches not available or not working
- Access to Emergency Exits inhibited

Typical Findings

- Flight Attendants seats not automatically retracting or no Harness fitted
- Tyres cut, worn, LDG hydraulic fluid leaks brakes worn beyond limits
- General fluid leaks (hydraulic, water, fuel, toilet etc)
- Cargo not secured properly, pallets and containers in poor condition, linings not repaired correctly, missing nets
- English language proficiency and Technical log book in Russian

What Happens to the Findings?

- Findings are entered on a database within EASA
- Findings are not available to the public, but NAAs can access them
- Data for aircraft types and Operators are analysed
- Findings once made are not removed even if the Operator proves that the Finding was incorrect
- If an Operator has an accident the data for that Operator is analysed
- Proposals to be EU Blacklisted can be made by an EU Member State, the EC, or EASA after a general review of the data
- An Air Safety Committee evaluate the Findings for those proposed as being Blacklisted and recommend to the EC

What an Operator Should do with Findings

- Category 1 Findings must be reported to the Operator by the Captain as a letter is not sent.
- Actions taken by the Operator are to be reported to the NAA that did the inspection
- The Findings should be investigated promptly and a full and detailed response to the NAA
 - Investigation results
 - Action taken for the aircraft inspected
 - Action taken to ensure all aircraft in the fleet are corrected

SAFA Management Programme

- Treat SAFA Findings seriously!!!
- Define responsibility for managing SAFA Findings
- Have procedures and processes for the system of managing SAFA inspections
- Train the Senior Managers, Flight Crew including attendants, QA Managers and the Safety manager

Typical EU Blacklist Statements

- (46) There is verified evidence of serious safety deficiencies on the part of Phuket Airlines. These deficiencies have been identified by Member States, the United Kingdom and the Netherlands, during ramp inspections performed under the SAFA programme [12].
- (47) Phuket Airlines demonstrated a lack of ability to address timely and adequately these safety deficiencies.
- (48) The authorities with responsibility for regulatory oversight of Thailand did not fully cooperate with the civil aviation authority of the Netherlands when concerns about the safety of Phuket Airlines certified in that state were raised as demonstrated by the lack of pertinent responses to the correspondence from this Member State.

Lesson Learned

- Treat Findings seriously
- Train the Flight and Cabin crew
- Know how your company meets the ICAO Standards
- Manage the Findings as you would QA audit Findings
- Provide a prompt, comprehensive reply to the Findings to the State of Operation, State of Registration and the NAA that made the Findings

Lesson Learned

- If the Finding was incorrect explain why in detail
- Pilots to report back all Findings after an Inspection
- If the Capt is not given a copy of the SAFA Checklist Findings then a copy should be requested
- Capt should ask for a copy of the Lead Inspector's Business Card or at least record the person's contact details
- The EU Blacklist is a real threat to the business

QUESTIONS?



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