

SAFA

Safety Assessment of Foreign Aircraft

BACKGROUND

ORGANISATION

PROGRAMME

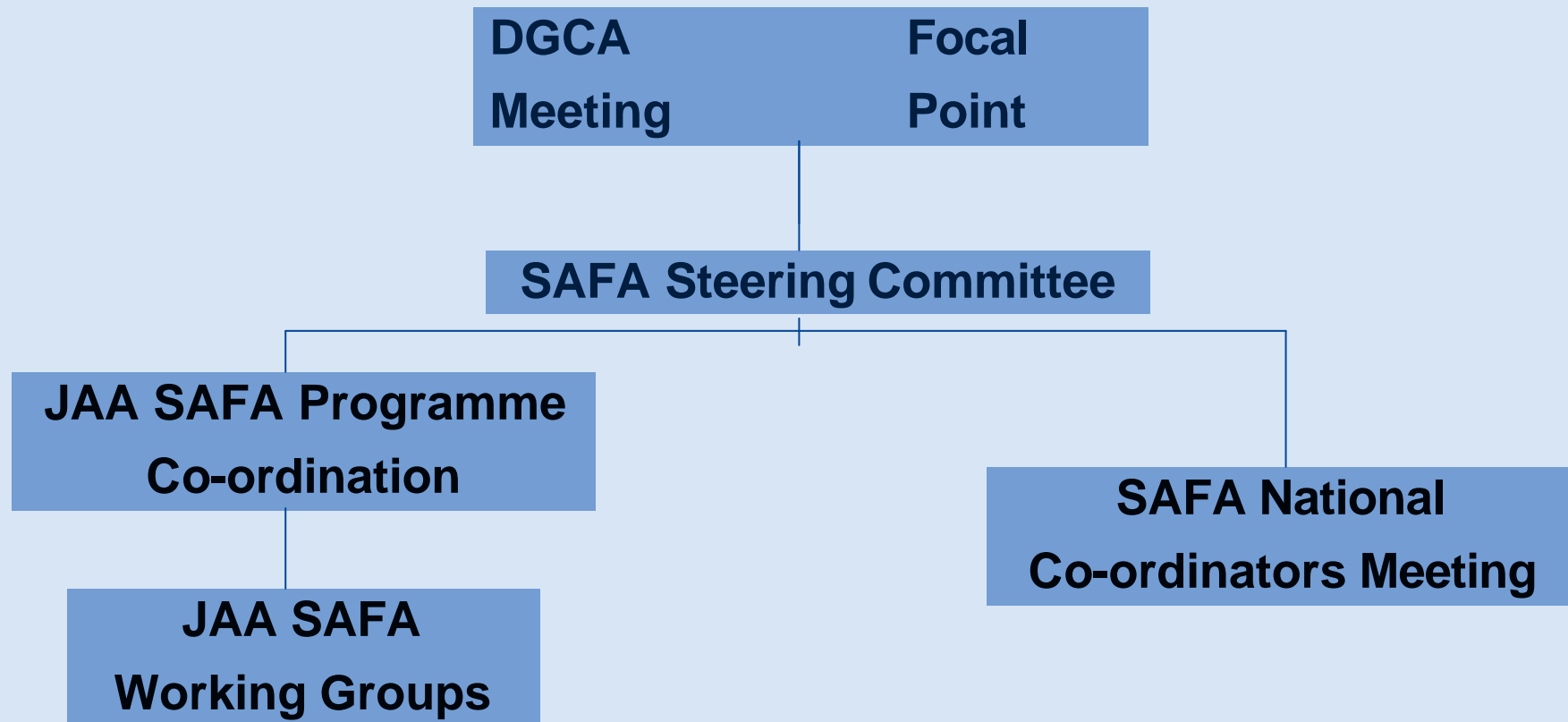
Oddbjørn Jensen, Overinspektør
National Co-ordinator



Background

- SAFA programme launched by ECAC in 1996
- Close relation with ICAO Universal Safety Oversight Audit Programme (USOAP)
- MOU between ICAO and ECAC in 1997
- EU participates – membership in SAFA Steering Committee – JAA funding
- JAA administrating SAFA co-ordination and database – Central Co-ordinator

SAFA Organisational Structure



SAFA information exchange

- Storage in central SAFA database
- Access for each ECAC National Authority
 - inclusion of reports
 - retrieve data
- Exchange of information
- Confidentiality of information
- Analyse data

SAFA Programme – Main features

- Increased safety through co-operation among authorities
- States performing ramp inspections
- Spot checks
- 41 participating states
- Confidential information shared through a centralized database
- Bottom-up approach
- Non-discriminatory nature
- Close relation with ICAO USOAP

ECAC 41

Azerbaijan
Serbia &
Montenegro
Bosnia &
Herzegovina

Armenia*, Albania*, Bulgaria
Croatia, Macedonia*
Moldova*, Monaco,
Norway, Iceland, Romania,
Switzerland, Turkey, Ukraine*

Austria, Belgium,
Cyprus, Czech Rep., Denmark
Finland, France, Germany
Greece, Hungary, Ireland, Italy,
Luxembourg, Malta, Netherlands
Portugal, Slovak Rep., Slovenia,
Spain, Sweden, UK, Estonia, Latvia,
Lithuania, Poland

JAA 38

* Candidate
Members

EU 25

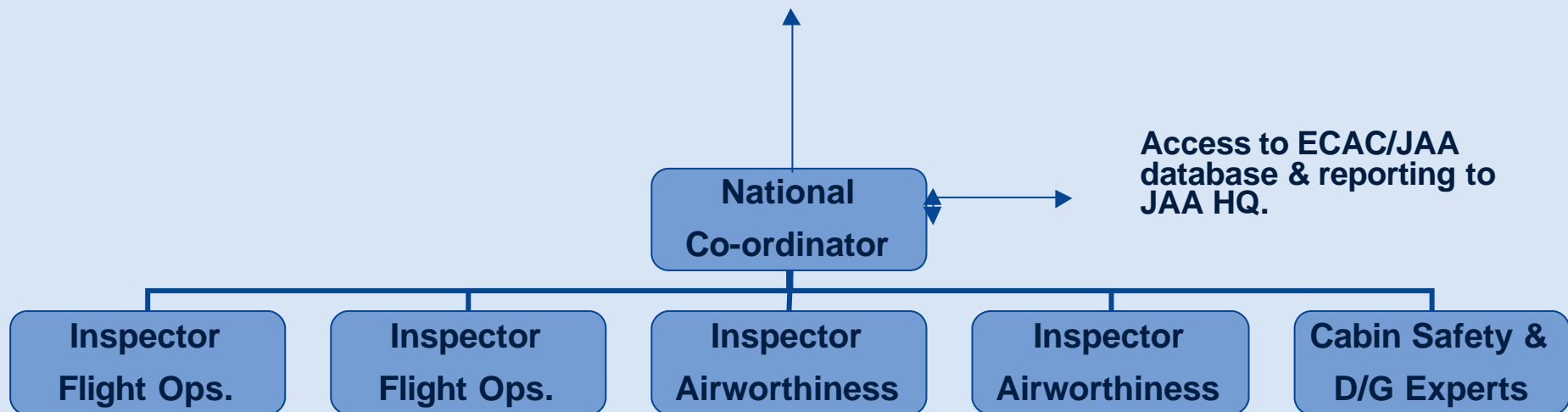
SAFA Organisation CAA-N

- SAFA organisation established in 1997 – headed by a National Co-ordinator
- First inspection Evenes – IL 76
- National SAFA organisation
- SAFA internal organisation
- Legal basis – Civil Aviation Act (4-8 & 13-1)
- CAA Quality Manual – SAFA Procedure Manual and co-ordination with Transport Policy Section



SAFA Organisation CAA-N

**Reporting to Director General for follow-up &
report to Foreign Authorities & Operators**



SAFA group - competence

- Operational and Technical airline experience
- Extensive relevant experience as CAA inspector
- International working experience
- Management experience
- Human relations
- Aircraft type experience
- Completed initial SAFA training course

BE PRESENT & VISIBLE

- Annual inspection plan
- Weekly detailed plan based on information from Air Transport Policy Section, airline traffic programs and handling agents
- Information from JAA SAFA database
- Define volume and scope of inspections

SAFETY ASSESSMENT OF NATIONAL AIRCRAFT

- SANA programme initiated in 2002
- Performed by SAFA team
- Incorporated in weekly plan
- Base/Line inspections performed during positioning between airports
- Findings reported to responsible CAA inspector for the airline

Ramp Inspections

- Detailed inspection procedures – SAFA manual
- 2 – 3 inspectors – depending on aircraft size and time available
- Selection of targets (ECAC – non ECAC) – operator and previous findings
- Reporting – Captain (copy of findings) – other crew – Operator – State of Registry
- Security check of aircraft

SAFA Finding Categories (Category 1,2 & 3)

- Deviation from ICAO Annex 1, 6 and 8
- Categorize possible findings
- Category 1. minor influence on safety
- Category 2. significant influence on safety
- Category 3. major influence on safety



Class of action taken

- Entry permit repercussions
- Aircraft grounded
- Corrective action before flight authorized
- Restriction on aircraft operation
- Information to captain
- Information to the authority and operator

Follow-up

- SAFA team debrief by teamleader
- Categorization of findings – Ref. ICAO annexes
- Use of SAFA check list – Codes – Categories – Complete Form 20
- Discussion – Overall impression of operator – Need for re-inspection – Information to operator/ State of Registry
- Reporting to SAFA database

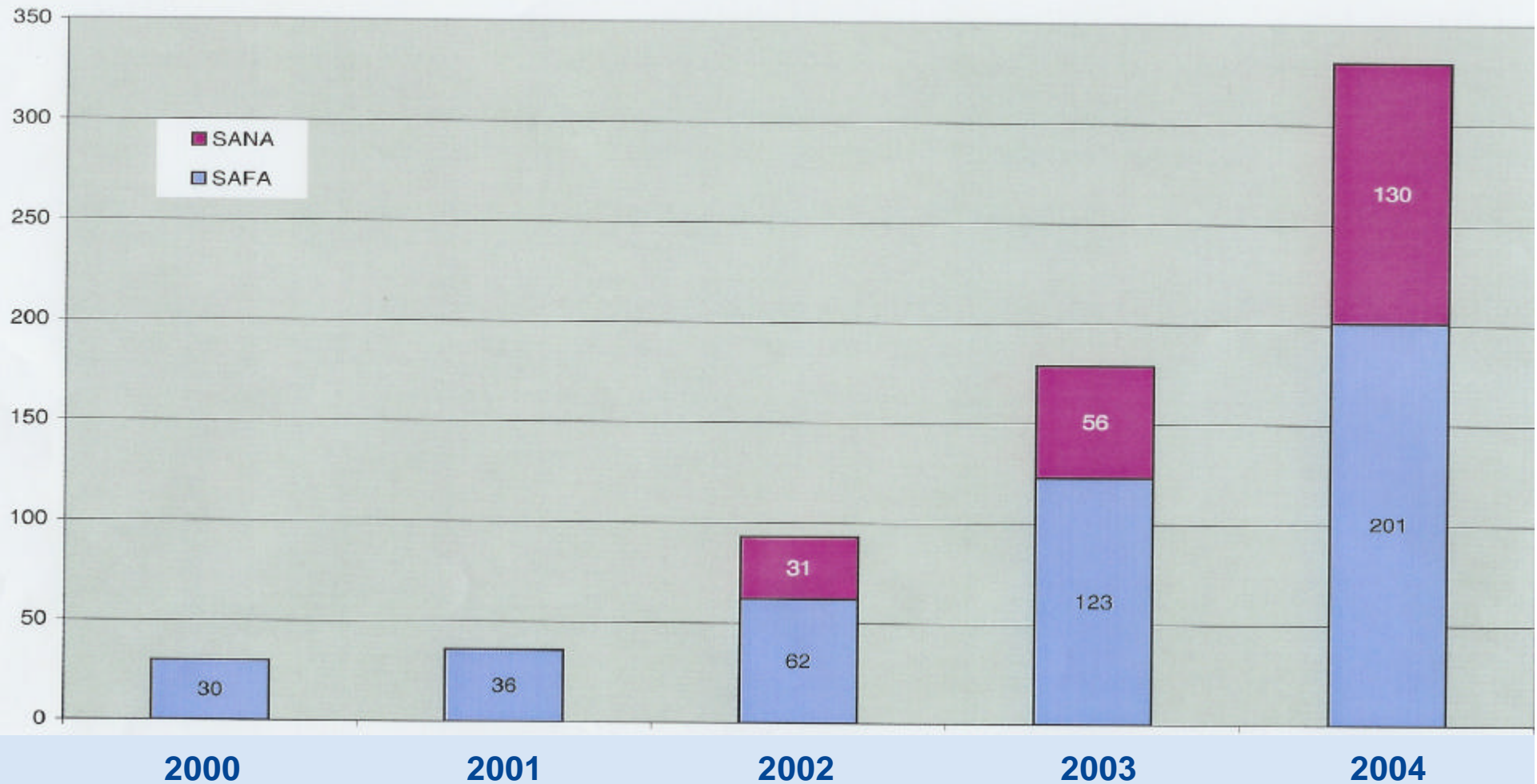
Increased safety by:

- Improved focus on rules and regulations
- Higher awareness/emphasis on safety
- Improved communication between states
- Universal Safety Oversight Programme – ECAC
SAFA programme – SANA programme
- Increasing interest in SAFA from general public
and media
- Increased oversight of commercial industry

SAFA/SANA Report 2004

- Number of inspections SAFA/SANA 201/130
- Number of operators - 84
- Aircraft types - 34
- Airports covered - 13
- Findings SAFA - 179 F/I - 0,9
- Findings SANA - 70 F/I - 0,6

Total number of Ramp Inspections 2000 - 2004



ECAC Statistics - 2004

● Total inspections	4244
● Findings	6437
● Findings per inspection	1.52
● Total inspections 1996 – 2004	23466
● Findings	25567
● Findings per inspection	1.09



Information to General Public

- Programme findings confidential
- Increased pressure from media
- Balanced information
- Blacklist
- ECAC/SAFA annual report available on internet



SAFA Alarming Function

- Sharing of information between ECAC states
- Grounding of aircraft
- Entry permit repercussion
- Follow-up action considered by individual state
- Decision reported to Central Co-ordinator and other states

SAFA in the Future

- EU – SAFA Directive co-ordinated with ECAC SAFA Programme
- JAA – ECAC SAFA Programme – EASA
- Increased number of participants
- SAFA database – Improved analysis
- SCAAR
- FAA – exchange of data



TAKK FOR OPPMERKSOMHETEN