

QUALITY & SAFETY NEWSLETTER

DUBROVNIK AIRLINE INTERNAL MONTHLY PUBLICATION

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SAFA MEANS SAFE

SAFA stands for: Safety Assessment of Foreign Aircraft.

ICAO stands for: International Civil Aviation Organisation

Visit: <http://www.icao.org/>

CAA stands for: Civil Aviation Authority

SAFA inspection program is developed by ICAO/ECAC and the program is very much active in Europe. Basically, CAA inspectors visit foreign aircraft on ramp during transit to do an inspection.

SAFA inspectors use a checklist covering: flight deck, cabin, flight and cabin crew licences, aircraft exterior and cargo holds. CAA inspectors inform the crew about some findings depending on their graveness. Complete report – JAA Form 20 is prepared later on and submitted to a database

shared among CAAs. Dubrovnik Airline aircraft were subject to numerous SAFA inspections this summer season, mostly in France. It turned out that the communication process between CAAs and within our company is not perfect. Some information about results of SAFA inspection were coming with significant delay or were incomplete.

It is utmost important that our crews report all findings necessitating corrective actions in a voyage report and if necessary additionally brief the management about results of inspection.

We are in process of obtaining contacts within various CAAs in order to improve feedback communication.

In worst case, an airline may be banned to operate in particular country, depending on graveness of findings and lack of feedback about corrective actions.

FIT FOR SAFA

After analysis of our experience with SAFA program and identification of our weak points, we decided from now on to perform monthly audits of our aircraft, as well as to increase the number of line flight assessments – both cabin and flight deck. Additional pilot training is also considered for use of documentation on board and for flight preparation.

First audits of aircraft were performed by end of October / beginning of November this year. This approach is already giving results: more attention is given to every detail of aircraft readiness for commercial flights. Audits encompassed both maintenance and operational aspects of aircraft condition. Combined maintenance and flight operation background gave a better insight of our



Getting ready for SAFA Čilipi, November 2005



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SPECIAL POINTS OF INTEREST:

- SAFA inspection
- Audit of aircraft
- Reporting about SAFA inspection findings

operation. Readiness for flight is not only question of maintaining the hardware in acceptable condition, but it is also question of maintaining a proper interface between hardware and crews.

That is giving us great opportunities for improvement. Our learning curve sees a rise too. Regarding SAFA inspections, we want to be fit for the next season.

We are on the web!

Www.dubrovnikairline.com

SAFA IN FIGURES

OVERVIEW OF THE SAFA PROGRAMME IN THE YEAR 2003

INSPECTIONS 3,414 INSPECTIONS...

OPERATOR ...ON 623 DIFFERENT FOREIGN OPERATORS...

STATE OF OPERATOR ...FROM 131 STATES...

AIRCRAFT TYPE ...OPERATING 172 DIFFERENT (SUB)TYPES OF AIRCRAFT



The number of inspections performed annually is still increasing.

• Over the years, the focus of the inspections has shifted to operators holding

Air Operator Certificates (AOC's) issued by ECAC States (1996: 51% to 2003: 63%).

The main features of the SAFA Programme are:

- Its application by all 41 ECAC Member States¹, including the sharing of

information through an on-line centralised database.

- Its bottom-up approach: the Programme is built around ramp inspections of aircraft.

- Its non-discriminatory nature — SAFA applies equally to aircraft from ECAC and non-ECAC States.

- Its close relationship with the ICAO Universal Safety Oversight Audit Programme.

The principles of the Programme are simple: in each ECAC State, foreign aircraft (ECAC or non-ECAC) can be subject to a ramp inspection, chiefly concerned with the

aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment.

The references for these inspections are contained in the Standards of ICAO Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out following a procedure which is common to all ECAC Member States and are then the subject of reports which also follow a common format.

In the case of significant irregularities, the operator and the appropriate Aviation Authority are contacted in order to arrive at corrective measures to be

taken not only with regard to the aircraft inspected but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature.

All data from the reports, as well as supplementary information (for example a list of actions undertaken and finalised following an inspection) are centralised in a computerised database set up by the Joint Aviation Authorities (JAA), the Associated Body of ECAC.

It is to be noted that SAFA ramp inspections are by their nature on-the-spot assessments which cannot replace safety oversight responsibilities of the State of Registry.

Ramp inspections serve as pointers, but they are not intended to, and they cannot, guarantee the airworthiness of a particular aircraft.



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Articles and letters with comments and suggestions are invited. Address correspondence related to articles in this issue to Dubrovnik Airline Quality & Safety Department.

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