

Information to the aircraft operators – Communication in case of SAFA findings

Air Safety Information Letter ASIL-2009-002

Revision No. 0/02.12.2009.

Initiated by: Croatian Civil Aviation Agency

Effectivity:

This Air Safety Information Letter is applicable to aircraft operators whose aircraft are landing on airports located in SAFA Participating States (see ASIL 2009-001 SAFA on the CCAA website <http://www.ccaa.hr/Direktive.html>).

Regulation Reference:

1. Air Traffic Act, Article 129., paragraph 2 and Article 136., paragraph 3 (Official Gazette, No. 69/09), and
2. Ordinance of performing ramp inspections of foreign aircraft, qualification requirements for persons performing ramp inspections of foreign aircraft and on the establishment of a list of air carriers which are subject to an operating ban within the territory of the Republic of Croatia (Official Gazette, No. 126/09). Ordinance is based on a set of harmonised rules adopted by the European Parliament (Directive 2004/36/CE, EC 768/2006, Directive 2008/49/EC, EC 351/2008, EC 2111/2005, EC 473/2006 and EC 474/2006).

Guidance Material Reference:

Guidance material for SAFA Ramp Inspections, version 1.0 (Executive Director of the European Aviation Safety Agency, Decision No. 2009/001/S from 22.7.2009.)

Purpose:

This Air Safety Information Letter is published to provide guidance to all aircraft operators in case of SAFA findings during Ramp Inspection on airports located in SAFA Participating States.

Introduction

The Safety Assessment of Foreign Aircraft programme (SAFA Programme) is a programme established by the European Civil Aviation Conference (ECAC). Within the SAFA programme, ramp inspections made by the regulatory authorities in the Participating States have a common format (Proof of Inspection – POI).

Data reported by the inspectors in each Member State are stored centrally in a computerized database set up by the EASA. The database also holds supplementary information, for example lists of actions carried out by the air carrier after the inspections.

The information in the database is reviewed and analyzed by the EASA regularly, and the Member State are informed about any potential safety hazards, which have been identified.

If an inspection identifies significant irregularities, these will be taken up with the operator and the responsible oversight authority. If the irregularities have an immediate impact of safety, the SAFA inspectors in each Member States can require corrective action before allowing the aircraft to leave.

Significant (category 2) and major (Category 3) findings will immediately be communicated by the State that performed the ramp inspection to its counterpart in the State responsible for the regular oversight of the operator, passing on its findings and asking for any necessary corrective actions. The Member State that performed the ramp inspection will also inform the aircraft's commander and the headquarter of the operator.

In return, corrective actions initiated by the operator have to be communicated again to both authorities. As it is requested by the majority of the Member States performing ramp inspections to have a letter of acknowledgment of the State responsible for regular oversight of the operator. CCAA endeavours to establish flows of communication as defined in Attachment 1 and 2.

In Zagreb, 02.12.2009.

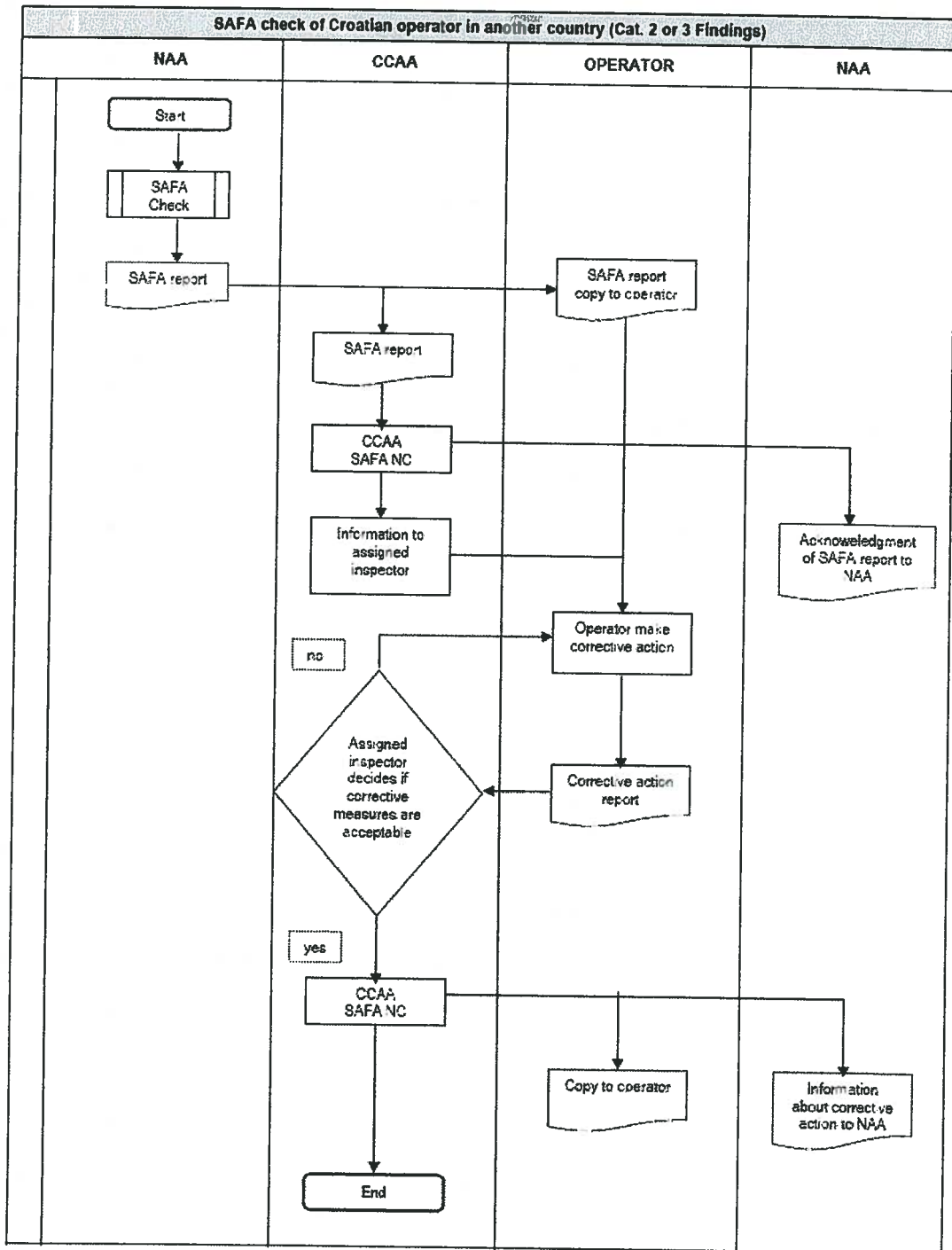
For Croatian Civil Aviation Agency



Omer Pita, dipl.ing.

Director

ATTACHMENT 1 - SAFA check of a Croatian operator in another country with significant (Category 2) and/or major (Category 3) findings:



ATTACHMENT 2 -SAFA check of third-country operators in Croatia with significant (Category 2) and/or major (Category 3) findings:

