

GIBRALTAR

DIRECTOR OF CIVIL AVIATION

POLICY – 07

**SAFETY ASSEMENTS OF FOREIGN
AIRCRAFT**

DCA Policy 07 – Safety Assessments of Foreign Aircraft

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Amendment Record

	Item	Date
1	Initial Issue	12 April 2010
2	Change to European Regulation requirement and introduction of an implementation date in Para 7.	18 December 2014

DCA Policy 07 – Safety Assessments of Foreign Aircraft

Purpose of this document

1. The purpose of this document is to set out the policy detailing the requirement to conduct Safety Assessments of Foreign Aircraft (SAFA) spot inspections on aircraft operating into and out of Gibraltar.

Background

2. To maintain confidence in the airworthiness and operation of commercial aircraft and the licensing of flight crews, the European Community identified the need to effectively enforce international safety standards within the Community. This is done through the execution of ramp inspections on third-country aircraft landing at the airports located in the Member States. The official definition of 'third-country aircraft' is an aircraft which is not used or operated under the control of a competent authority of a Community Member State.
3. The principles of the programme are simple: in each EU Member State, third country aircraft may be inspected. These inspections follow a procedure common to all Member States and are then reported on using a common format. If an inspection identifies significant irregularities, these will be taken up with the airline and the oversight authority. Where irregularities have an immediate impact on safety, inspectors can demand corrective action before they allow the aircraft to leave.
4. All reported data is stored centrally in a computerized database set up by EASA. The database also holds supplementary information, such as lists of actions carried out following inspections. The information held within this database is reviewed and analyzed by EASA on a regular basis. The European Commission and Member States are informed of any potentially safety hazards identified.
5. In addition to the legal obligation to perform inspections on third country aircraft, there is also no objection to Member States inspecting airlines from other Member States engaged in the EC SAFA Programme.
6. Checks may include the following:
 - a. licences of the pilots;
 - b. procedures and manuals that should be carried in the cockpit;
 - c. compliance with these procedures by flight and cabin crew;
 - d. safety equipment in cockpit and cabin;
 - e. cargo carried in the aircraft; and
 - f. the technical condition of the aircraft.

Policy

7. In accordance with the Regulations contained within EC Regulation No. 965/2012 of the European Parliament and with effect from 18 December 2014 Gibraltar will commence random Safety Assessments of Foreign Aircraft.
8. Assessments will either be targeted inspections of a particular aircraft or operator which this Office suspects may not comply with ICAO standards. Otherwise assessments will be carried out on a random basis dependant on the aircraft available at Gibraltar Airport on the day of the inspection. In either case only a very small proportion of third country aircraft operating into Gibraltar will be inspected.

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9. The number of assessments and their periodicity will be determined by the safety significance of findings in the proceeding checks, as a minimum, the assessments will be conducted on two days each year.
10. The procedures for conducting an assessment are outlined in **DCA Procedure No 7**.