

Gibraltar Director of Civil Aviation

Safety Assessments of Foreign Aircraft

Policy 07

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Revision History

| Version | 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 |
| 3 | Complete Review | 09 January 2023 |
| 4 | Amended definition of Third Country Aircraft Para 4 Airline changed to Aircraft Operator | 15 November 2023 |
| 5 | Review unchanged | 15 November 2024 |

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 assessments 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 ICAO safety standards within the Community. This is done through the execution of ramp assessments 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 registered in the United Kingdom.
3. Prior to Brexit the United Kingdom was a full member of the EU SAFA programme. Post-Brexit the United Kingdom has reached an agreement with the EU to continue to share data on SAFA checks undertaken by UK Inspectors and to have access to the EU SAFA database.
4. The principles of the programme are simple, in that any third country aircraft may be inspected. The assessments follow a common procedure and are reported on using a common format. If an inspection identifies significant irregularities, these will be taken up with the aircraft operator and the oversight authority. Where irregularities have an immediate impact on safety, inspectors can demand corrective action before they allow the aircraft to leave.
5. 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 assessments. The information held within this database is reviewed and analysed by the UK and EASA on a regular basis.
6. Post-Brexit UK assessments of EU aircraft are now counted as third country assessments as opposed to being identified as Community assessments prior to Brexit.
7. Checks included in a SAFA inspection cover the following areas:
 - 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

8. In accordance with the Regulations contained within Regulation (EC) No. 965/2012 of the European Parliament as it had effect in domestic legislation on 01 January 2021, Gibraltar will undertake random Safety Assessments of Foreign Aircraft at Gibraltar Airport.
9. Assessments will either be targeted at a particular aircraft or operator which this Office suspects may not comply with ICAO standards or 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.

10. 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.
11. The procedures for conducting a SAFA assessment are outlined in DCA Procedure No 7.