ECAC / JAA PROGRAMME
FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT

SAFA REPORT

(01 JANUARY 2005 TO 31 DECEMBER 2005)
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FOREWORD

By the President of ECAC

Before inviting you to read this report and the overview it provides of the implementation of the SAFA programme in the year 2005, I wish to highlight the background to the programme and some of its features.

The Chicago Convention, signed in 1944 established the International Civil Aviation Organisation (ICAO) and provided the framework for the development of international civil aviation. The primary obligation on signatories to the Convention is to oversee the safety of air operations by entities under their jurisdiction and to ensure that they meet the Standards and Recommended Practices (SARPs) established by ICAO.

During the last ten years, globalisation has had an impact on air transport as well as on many other areas. There are also increasingly intense economic, political, environmental and other pressures on civil aviation policy, particularly at the national and regional levels. The system has become increasingly complex and the maintenance of a high level of safety requires more and more human, technological and financial resources. Information available to ICAO shows that a significant number of Contracting States have experienced major difficulties in carrying out their safety oversight functions. These factors have increased the need for each State to be able to maintain confidence in the safety oversight provided by other States in discharging their responsibilities under the Chicago Convention.

In 1996, ICAO launched a voluntary programme of safety assessment of national aviation authorities of its member States. This was replaced in 1998 by a Universal Safety Oversight Audit Programme (USOAP) adopted by ICAO Assembly Resolution A32-11. Under USOAP, ICAO carries out regular, mandatory, systematic and harmonized safety audits of all its member States. These audits commenced in 1999 and cover the field of airworthiness/operations of aircraft as well as personnel licensing. They are designed to determine the level of implementation by States of the critical elements of a safety oversight system and of relevant ICAO SARPs, associated procedures, guidance material and safety-related practices. In a companion move, the European Civil Aviation Conference (ECAC) launched in 1996 its own programme of Safety Assessment of Foreign Aircraft programme (SAFA) as a complement to the ICAO audits. The two programmes are linked through a Memorandum of Understanding between ICAO and ECAC.

The SAFA Programme is not intended to replace or take over the respective safety oversight responsibilities from States of Registry/Operators. Experience shows that, although limited in their scope and depth, SAFA inspections give a general indication of the safety of foreign operators. Inspections also contribute to the safe operation of the particular aircraft inspected, as operators usually take prompt measures to correct discrepancies identified by SAFA inspections.
An additional benefit of the Programme is that it provides the opportunity for the Aviation Authorities of the inspecting State and the State of the Operator or the State of Registry to co-operate in resolving specific safety-related problems. The Programme is also helpful to ECAC States by providing them with a tool to alert each other to significant safety problems involving particular foreign aircraft or operators, to share and analyse information, to identify generic safety challenges and to develop and implement adequate measures to tackle them.

The SAFA Programme has its place in the safety chain and, therefore, provides a valuable contribution to aviation safety in general.

L. Kiss
President of ECAC
1. MAIN FEATURES OF THE SAFA PROGRAMME

1.1 General

The main features of the SAFA Programme are:

- Its application by all 42 ECAC Member States¹, including the sharing of information through a 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 in accordance with a procedure, which is common to all ECAC Member States. Their outcome is then the subject of reports, which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority (State of Operator or Registry) 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.

1.2 Integration of the Programme in the overall aviation safety chain

Based on the SAFA inspections performed over the last few years, experience shows that these give a general indication of the safety of foreign operators. However, this indication is limited in the sense that no full picture is obtained about the safety of that particular aircraft or operator. This is due to the fact that certain aspects are difficult to assess during an inspection (e.g. Crew Resource Management), the limited time available to perform an inspection, and the limited depth of inspection.

A full assessment of a particular aircraft or operator can only be obtained through the continuous oversight by the responsible Aviation Authority (State of Operator or State of Registry). Nonetheless, the information gained through the SAFA Programme is useful and SAFA inspections contribute to the safe operation of the particular aircraft which has been inspected.

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.
The central database is particularly useful as it contributes to a rapid flow of information to the States participating in the SAFA Programme. Information from all inspections performed is shared, thus contributing to a more complete picture about a certain aircraft, aircraft type or operator.
2. DEVELOPMENT OF THE SAFA PROGRAMME IN 2005

Starting in 2004, some events influenced significantly the development of the programme beyond the regular improvements which were brought into it on an annual basis through lessons learnt from its implementation. This with the aim to make a better use of the potential offered by the programme.

In early 2004, ECAC Directors General of Civil Aviation approved an extensive set of measures to improve the SAFA programme along the following main axes: mutual alarming and information sharing between Member States; quality of performing the inspections and reporting to the database; increased public disclosure of SAFA information; and increased participation from Member States. Procedures, bringing into operation most of these measures have been developed and implemented in 2004 and in the course of 2005. In particular, as regards the third one, a step forward has been achieved through the adoption by the European Community of Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and the consideration underway by ECAC to recommend that non-EU ECAC States implement the list within their respective jurisdiction.

Besides, the European Commission has proposed to the European Council and to the European Parliament a “Directive on the safety of third countries aircraft using Community airports”. In April 2004, this Directive was adopted by the European Parliament and the Council. The Directive provides a legal basis for the performance by EU Member States of ramp checks on non-EU aircraft. Although there are many common elements between the SAFA Programme and the Directive, there are also some important differences. Work is well underway, in close co-operation with the European Commission, to assess the impact of the Directive on the SAFA Programme and to adjust it as needed in order to allow EU Member States, through their participation in the SAFA Programme, to meet their EU obligations. In 2005, already some necessary actions were initiated and implemented (e.g. amendment of policies, procedures and database) to meet the provisions of the Directive.

At the end of 2005, the European Commission initiated the process whereby it will mandate the European Aviation Safety Agency (EASA) to manage some elements (e.g., the database) of the Community SAFA Programme. This will take effect from 1 January 2007 onwards. In the present set-up the operational elements of the SAFA Programme are currently implemented by the Central JAA on behalf of ECAC. In the course of 2006 the SAFA coordination activities including the centralised database will be transferred from Central JAA to EASA. Consideration is being given to best-suited arrangements required for the continuation of the SAFA Programme, including management and operation of its database, on a pan-European scale, thereby ensuring the continued participation of non-EU ECAC States in the SAFA Programme.
3. TRAINING OF INSPECTORS

Also in the year 2005, the training of SAFA inspectors from ECAC Member States continued. Three training sessions were held which were attended by more than 120 inspectors. One session was organised in Hoofddorp/the Netherlands, another in Munich/Germany, and the third session in Vienna/Austria. For 2006, additional courses will be organised. Since the start of the training programme, some 550 inspectors from 34 ECAC States have participated in the training courses.

These courses deal with the application and practical usage of the SAFA procedures. In addition, practical experience is shared among participants. The training provides a positive contribution to a common approach among ECAC States to the way inspections are performed. A new feature added to the training sessions is a half day visit of an aircraft parked at the airport ramp. Having an aircraft available allows a practical demonstration of each inspection item of the SAFA checklist.

With the training sessions having a more theoretical approach, a new initiative has been launched to stimulate the exchange of practical experience. The “Inspectors Exchange Programme” aims to provide on-the-job training by allowing inspectors of one ECAC State to visit their colleagues in another ECAC State and to closely witness their working methods. Such participation in the day-to-day operation of a ramp inspection scheme enables individual inspectors to increase their practical knowledge and skills. A side benefit is the potential the programme offers to progress towards uniform application of SAFA inspection and reporting procedures.
4. CENTRAL SAFA DATABASE

In 2000, the SAFA database became fully operational. Subsequently, a major adaptation was implemented in 2002 enhancing its “user-friendliness” and data retrieval function. In 2004 a further enhancement was implemented which includes, amongst others, a (restricted) access of the database via Internet. In 2005, another project was initiated to enhance the features of the database. Implementation is foreseen for the first quarter of 2006. Among the new features are a tool allowing an improved preparation of the inspections, expanded analytical tools, a workflow function etc.

The database contains the reports of the ramp inspections performed by ECAC States. Although it is managed and maintained by the JAA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of ECAC Member States.

Data contained in the database is considered confidential in the sense that it is only shared with other ECAC Member States and is not available to the general public. The database can be accessed by all National Aviation Authorities of ECAC Member States via the (secured) Internet.

At present 39 ECAC National Aviation Authorities are connected on-line to the database. Therefore, the number of reports contained in the database reflects the actual number of inspections carried out.

This annual report is based upon the reports that are contained in the database.
5. DATA COLLECTION

In general, ECAC Member States are dedicated to the SAFA Programme. 36 of them have participated — in one form or the other — since 1996, when the Programme was launched. More than 29,000 inspections have been carried out and recorded in the database since the start of the Programme.

During the year 2005, 32 States performed some 5,457 inspections.

When comparing the total number of ramp inspections performed in 2005 (5,457 inspections) to the number performed in the previous year 2004 (4,568 inspections), the following conclusions can be drawn:

- The number of ECAC States which performed SAFA ramp checks has increased from 31 to 32 States.
- Two States, which were not active in 2004, or in the years before, (re)started to perform ramp inspections in 2005.
- Since the year 2000, a continuous increase in the total number of inspections can be observed. This may be explained by the fact that the total number of States participating in the Programme has increased. In addition, in most of the States the total number of inspections performed per State tends to steadily increase over the years.
- Some States had a very large increase in the number of inspections performed. Amongst others Greece, Hungary and Spain accounted for a major part of the increase in the overall number of inspections performed.

The table below indicates Member States which carried out inspections and, for comparison purposes, those which did so in earlier years.
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Sweden</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Switzerland</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>The former Yugoslav Republic of Macedonia (FYROM)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Turkey</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ukraine</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

(*) Austria has performed a number of SAFA inspections in 2005. National legislation does not allow sharing these reports with other ECAC Member States. Consequently the Austrian reports are not included in the SAFA database.
6. AREAS OF INSPECTION

In nearly all States, the number of flights by foreign operators is far greater than the inspection capability. This means that only spot checks are possible. This can be done at random or it might be decided to focus the inspection according to certain criteria, as listed below. In case Member States decide to focus their inspections, this decision is based on national policies and priorities and also, when relevant, on recommendations, endorsed by the ECAC Directors General of Civil Aviation. These recommendations are based on an analysis of the SAFA database and take into account Member States’ national priorities.

There are five areas on which the inspections can be focused:

- Specific State of Operator (checking operators from a particular State)
- Specific aircraft type
- Specific nature of operations (scheduled, non-scheduled, cargo, etc.)
- Specific foreign operator; or
- Specific aircraft identified by its individual registration mark.

Appendices A to C list the States of Operator, aircraft types and operators inspected in 2005. They highlight the wide coverage of the SAFA Programme and, more importantly, its non-discriminatory application.

The smooth operation of the Programme can also be illustrated by the table below, which aggregates the information in the Appendices and provides an overview of activities.

**OVERVIEW OF THE SAFA PROGRAMME IN THE YEAR 2005**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspections</td>
<td>5,457 INSPECTIONS...</td>
</tr>
<tr>
<td>Operator</td>
<td>...ON 748 DIFFERENT FOREIGN OPERATORS...</td>
</tr>
<tr>
<td>STATE OF OPERATOR</td>
<td>...FROM 133 STATES...</td>
</tr>
<tr>
<td>AIRCRAFT TYPE</td>
<td>...OPERATING 182 DIFFERENT (SUB)TYPES OF AIRCRAFT</td>
</tr>
</tbody>
</table>
Because of the non-discriminatory character of the SAFA Programme, aircraft both from ECAC and non-ECAC States are inspected. The following table shows the results (3 years moving average, fully from 1998 onwards):

<table>
<thead>
<tr>
<th>Year</th>
<th>Inspections on ECAC Operators</th>
<th>Inspections on non-ECAC Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>51%</td>
<td>49%</td>
</tr>
<tr>
<td>1997</td>
<td>57%</td>
<td>43%</td>
</tr>
<tr>
<td>1998</td>
<td>57%</td>
<td>43%</td>
</tr>
<tr>
<td>1999</td>
<td>58%</td>
<td>42%</td>
</tr>
<tr>
<td>2000</td>
<td>61%</td>
<td>39%</td>
</tr>
<tr>
<td>2001</td>
<td>64%</td>
<td>36%</td>
</tr>
<tr>
<td>2002</td>
<td>66%</td>
<td>34%</td>
</tr>
<tr>
<td>2003</td>
<td>63%</td>
<td>37%</td>
</tr>
<tr>
<td>2004</td>
<td>67%</td>
<td>33%</td>
</tr>
<tr>
<td>2005</td>
<td>71%</td>
<td>29%</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>61.5%</strong></td>
<td><strong>38.5%</strong></td>
</tr>
</tbody>
</table>

Over the years, the percentage of inspections on aircraft from ECAC operators has steadily increased. Several reasons have contributed to this fact. The number of ECAC Member States has grown, resulting in an increased volume of “ECAC traffic”. In recent years, many new operators emerged in ECAC Member States and may have attracted more attention on their operations.

In the early years of the SAFA Programme, a significant percentage of the inspections were directed at CIS-built aircraft (Antonov, Ilyushin, Tupolev, Yakovlev) operated by non-ECAC operators. However, because of noise regulations, the population of these CIS-built aircraft is gradually decreasing.

In conclusion, it can be stated that the distribution of SAFA inspections reflects the fact that the vast majority of all flights within ECAC Member States are carried out by ECAC operators.
7. MAIN RESULTS OF THE SAFÁ INSPECTIONS

7.1 Inspection findings in general

A first starting point regarding the findings, which are deviations from ICAO Standards, is the quantitative approach. This compares the total number of findings (F) to the total number of inspections (I) and the inspected items (II).

During the inspection, a checklist is used. It comprises a total of 54 different inspection items. In the majority of cases, not all items are checked during an inspection because the time between the arrival of the aircraft and its departure is not sufficient to perform a complete inspection. Therefore, the relationship between the total number of findings and the total number of inspected items might give a better understanding. The results are presented in the table below.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Inspections (I)</td>
<td>75</td>
<td>1,748</td>
<td>2,767</td>
<td>2,833</td>
<td>2,394</td>
<td>2,706</td>
<td>3,234</td>
<td>3,413</td>
<td>4,568</td>
<td>5,457</td>
<td>29,195</td>
</tr>
<tr>
<td>Total Inspected Items (II)</td>
<td>1,675</td>
<td>31,413</td>
<td>88,400</td>
<td>95,524</td>
<td>80,454</td>
<td>82,935</td>
<td>93,681</td>
<td>100,014</td>
<td>148,850</td>
<td>181,440</td>
<td>904,386</td>
</tr>
<tr>
<td>Total Findings (F)</td>
<td>212</td>
<td>1,951</td>
<td>2,573</td>
<td>2,631</td>
<td>2,587</td>
<td>2,851</td>
<td>3,064</td>
<td>3,242</td>
<td>6,799</td>
<td>8,492</td>
<td>34,402</td>
</tr>
<tr>
<td>Findings/Inspections (F/I)</td>
<td>2.8267</td>
<td>1.1161</td>
<td>0.9299</td>
<td>0.9287</td>
<td>1.0536</td>
<td>0.9474</td>
<td>0.9499</td>
<td>1.4884</td>
<td>1.5562</td>
<td>1.18</td>
<td></td>
</tr>
<tr>
<td>Findings/Inspected Items (F/II)</td>
<td>0.127</td>
<td>0.062</td>
<td>0.029</td>
<td>0.028</td>
<td>0.032</td>
<td>0.034</td>
<td>0.033</td>
<td>0.032</td>
<td>0.046</td>
<td>0.047</td>
<td>0.038</td>
</tr>
</tbody>
</table>

### Number of Findings per Inspection

![Graph showing number of findings per inspection over years](image-url)
With the exception of the early years (1996-1997), the range of the ratio findings / inspections (F/I) varied slightly between 0.93 and 1.08 during the years 1998 until 2003. This meant that, on average, during each inspection between 0.93 and 1.08 findings were established. After 2003 we notice an upward change. On average 1.56 findings have been established in 2005 during each inspection.

When the findings are related to an individual checklist item inspected, the same upward trend is noticeable. For every 100 checklist items inspected on average three findings were established (F/II is 0.03) in the years up to 2003. In 2004 this increased to 4.6 findings per 100 items inspected (F/II is 0.046) and further increased in 2005 to 4.7 findings per 100 items inspected (F/II is 0.047).

This increase of the ratio findings / inspections (F/I) in 2005 may be attributed to the following:

- In general the majority of States concentrate their inspections on those operators which had findings in the past, this leading to potentially more findings.
- Due to training and continuing building up of experience by the inspectors, the inspections are carried out in more depth.
- Some specific States have established relatively more findings than in the previous years.

7.2 Inspection findings and their categories

Not only the absolute number of inspection findings needs to be considered, but also their “seriousness”. To this end, three categories of findings have been defined. A “Category 1” finding is called a minor finding. “Category 2” is a significant finding and “Category 3” a major finding. The terms “minor”, “significant” and “major” relate to the level of deviation from the ICAO Standard. The SAFA procedures contain guidance on the categorisation of findings to ensure a consistent approach by all ECAC States.

The prime purpose of categorising the findings is to classify the compliance with a standard and the seriousness of non-compliance with this standard. It needs to be stressed that non-compliance with a standard does not necessarily mean an immediate threat to the safety of the aircraft and its occupants. For example: if an aircraft is piloted by a person who does not carry their pilot’s license with them, it is considered a Category 3 (major) finding and a serious deviation from the standard. However, if the pilot has accidentally left the license at home but is properly qualified to pilot the aircraft, it is evident that there is no direct influence on safety. Nevertheless, a Category 3 finding is always of major concern for the National Aviation Authorities involved.

The categories of findings are recorded in the database and the results are presented in the table below.
The graph below presents the finding categories related to the number of inspections.
From the graph it may be concluded that up to 2003 the number of Category 1 (minor) findings related to the number of inspections has shown a downward trend. In 2004 and 2005 there is a sharp upward trend.

The number of Category 2 (significant) findings related to the number of inspections until 2003 remained more or less stable with a sharp increase in 2004 and a levelling off in 2005. The number of Category 3 findings related to the number of inspections shows since the beginning until last year a continuous and steady increase. In 2005 the number of Category 3 (major) findings related to the number of inspections is, for the first time since 2000 showing a decrease. General conclusions regarding the year 2005 figures:

- The overall number of findings per inspection continues to show an increase.
- The contribution of Category 1 findings continue to increase at a rapid rate.
- The contribution of Category 2 findings is decreasing in comparison to the year before.
- The contribution of Category 3 findings is for the first time since the year 2000 showing a decrease.
- The relative increase in the number of Category 1 findings and relative decrease of Category 2 and 3 findings may be an indication of an overall improvement in the level of deviation from the ICAO standard.

### 7.3 Inspection findings on a regional basis

In order to identify any regional differences, the finding categories were related to operators from different regions of the world and grouped according to ICAO Regional Offices. The results for the year 2005 are presented in the table below.

<table>
<thead>
<tr>
<th>ICAO Region</th>
<th>No. of States inspected</th>
<th>No. of Operat. inspected</th>
<th>No. of landings at ECAC airports</th>
<th>Inspect. (I)</th>
<th>Cat. 1 (minor)</th>
<th>Cat. 2 (signif.)</th>
<th>Cat. 3 (major)</th>
<th>Total</th>
<th>F cat.1/I</th>
<th>F cat.2/I</th>
<th>F cat.3/I</th>
<th>F total/I</th>
</tr>
</thead>
<tbody>
<tr>
<td>APAC</td>
<td>15</td>
<td>30</td>
<td>43917</td>
<td>145</td>
<td>106</td>
<td>101</td>
<td>43</td>
<td>250</td>
<td>0.73</td>
<td>0.70</td>
<td>0.30</td>
<td>1.72</td>
</tr>
<tr>
<td>ESAF</td>
<td>16</td>
<td>25</td>
<td>11318</td>
<td>92</td>
<td>80</td>
<td>123</td>
<td>69</td>
<td>272</td>
<td>0.87</td>
<td>1.34</td>
<td>0.75</td>
<td>2.96</td>
</tr>
<tr>
<td>EUR/NAT</td>
<td>54</td>
<td>557</td>
<td>2733924</td>
<td>4505</td>
<td>2664</td>
<td>3058</td>
<td>832</td>
<td>6554</td>
<td>0.59</td>
<td>0.68</td>
<td>0.18</td>
<td>1.45</td>
</tr>
<tr>
<td>MID</td>
<td>17</td>
<td>43</td>
<td>75655</td>
<td>368</td>
<td>283</td>
<td>345</td>
<td>154</td>
<td>782</td>
<td>0.77</td>
<td>0.94</td>
<td>0.42</td>
<td>2.13</td>
</tr>
<tr>
<td>NACC</td>
<td>13</td>
<td>58</td>
<td>163451</td>
<td>214</td>
<td>143</td>
<td>99</td>
<td>29</td>
<td>271</td>
<td>0.67</td>
<td>0.46</td>
<td>0.14</td>
<td>1.27</td>
</tr>
<tr>
<td>SAM</td>
<td>10</td>
<td>24</td>
<td>10218</td>
<td>83</td>
<td>101</td>
<td>71</td>
<td>17</td>
<td>189</td>
<td>1.22</td>
<td>0.86</td>
<td>0.20</td>
<td>2.28</td>
</tr>
<tr>
<td>WACAF</td>
<td>8</td>
<td>11</td>
<td>5355</td>
<td>50</td>
<td>60</td>
<td>76</td>
<td>38</td>
<td>174</td>
<td>1.20</td>
<td>1.52</td>
<td>0.76</td>
<td>3.48</td>
</tr>
<tr>
<td>Total</td>
<td>133</td>
<td>748</td>
<td>3043838</td>
<td>5457</td>
<td>3437</td>
<td>3873</td>
<td>1182</td>
<td>8492</td>
<td>0.63</td>
<td>0.71</td>
<td>0.22</td>
<td>1.56</td>
</tr>
</tbody>
</table>

Operators from States belonging to the NACC and EUR/NAT ICAO Regions have fewer findings per inspection than average.
Operators from States belonging to the APAC, MID, SAM, ESAF and WACAF ICAO Region have more findings per inspection than average.

1 APAC-Asian and Pacific ICAO Region: Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China (incl. Hong Kong and Macao), Cook Islands, Democratic People’s Republic of Korea, Fiji, India, Indonesia, Japan, Kiribati, Lao People’s Democratic Republic, Malaysia, Maldives, Marshall Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga, Vanuatu, Viet Nam.


3 EUR/NAT-European and North Atlantic ICAO Region: Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Monaco, Morocco, Netherlands (incl. Netherlands Antilles), Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan. The former Yugoslav Republic of Macedonia, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom (incl. Cayman Islands, Bermuda), Uzbekistan.

4 MID-Middle East ICAO Region: Afghanistan, Bahrain, Cyprus, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libyan Arab Jamahiriya, Oman, Pakistan, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates, Yemen.

5 NACC-Northern American, Central American and Caribbean ICAO Region: Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United States of America.

6 SAM-South American ICAO Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.


Chapter 6 indicates that in 2005 (3 years moving average) 71% of all inspections were performed on ECAC operators. The remaining 29% were inspections of aircraft operated by non-ECAC carriers.

In the table below, the findings and categories are presented.

<table>
<thead>
<tr>
<th>ICAO Region</th>
<th>No. of States inspected</th>
<th>No. of Operators inspected</th>
<th>Inspections (I)</th>
<th>Cat. 1 (minor)</th>
<th>Cat. 2 (significant)</th>
<th>Cat. 3 (major)</th>
<th>Total</th>
<th>F cat.1/I</th>
<th>F cat.2/I</th>
<th>F cat.3/I</th>
<th>F total/I</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECAC States</td>
<td>35</td>
<td>447</td>
<td>3681</td>
<td>1946</td>
<td>1885</td>
<td>502</td>
<td>4333</td>
<td>0.53</td>
<td>0.51</td>
<td>0.14</td>
<td>1.18</td>
</tr>
<tr>
<td>non-ECAC States</td>
<td>98</td>
<td>301</td>
<td>1776</td>
<td>1491</td>
<td>1988</td>
<td>680</td>
<td>4159</td>
<td>0.84</td>
<td>1.12</td>
<td>0.38</td>
<td>2.34</td>
</tr>
<tr>
<td>total</td>
<td>133</td>
<td>748</td>
<td>5457</td>
<td>3437</td>
<td>3873</td>
<td>1182</td>
<td>8492</td>
<td>0.63</td>
<td>0.71</td>
<td>0.22</td>
<td>1.56</td>
</tr>
</tbody>
</table>

For each category of findings, the relative number of findings is higher for operators from non-ECAC States than from ECAC States.

7.4 Inspection findings related to checklist items

Appendix D provides the results regarding each individual inspection item (III) which has been inspected. It indicates the number of times that a particular inspection item was checked, the number of findings and the ratio F/III. Appendix E tabulates and graphically presents the values of the latter ratio for the years 2000 to 2005. Appendix F provides the detailed breakdown of findings for the year 2005 by categories.
The top 3 significant and major inspection findings related to checklist items

The inspection checklist consists of four major parts. Part A concerns items to be inspected in the flight deck of the aircraft. Part B of the checklist concerns items to be checked in the (passenger) cabin, and mainly consists of safety equipment. Part C relates to the general technical condition of the aircraft which needs to be verified during a walk around check. Part D checklist items concern the cargo compartment of the aircraft and the cargo carried.

Any general findings not covered by Parts A, B, C or D can be administered under Part E (general) of the checklist.

When considering the findings established during a SAFA inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. For each part of the checklist, the top 3 of Category 2 and 3 findings related to the number of inspections are given in the table below.

A – Inspection items concerning flight deck

<table>
<thead>
<tr>
<th>No.</th>
<th>Inspection item</th>
<th>Description</th>
<th>No. inspections</th>
<th>Cat. 1</th>
<th>Cat. 2</th>
<th>Cat. 3</th>
<th>Cat. 2 &amp; 3</th>
<th>Total</th>
<th>Cat. 2 &amp; 3/III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Flight Deck/Documentation</td>
<td>Manuals</td>
<td>3109</td>
<td>60</td>
<td>391</td>
<td>7</td>
<td>398</td>
<td>458</td>
<td>0.1280</td>
</tr>
<tr>
<td>2</td>
<td>Flight Deck/General</td>
<td>Equipment</td>
<td>3612</td>
<td>49</td>
<td>386</td>
<td>37</td>
<td>423</td>
<td>472</td>
<td>0.1171</td>
</tr>
<tr>
<td>3</td>
<td>Flight Deck/Documentation</td>
<td>Minimum Equipment List (MEL)</td>
<td>3460</td>
<td>109</td>
<td>400</td>
<td>1</td>
<td>401</td>
<td>510</td>
<td>0.1159</td>
</tr>
</tbody>
</table>

A.1 Manuals

It mainly concerns the Flight Operations Manual (FOM) which provides flight procedures for the flight crew. Frequent findings established are: no approval by the State of Operator, content of the manual does not meet the ICAO Standards, the manual is not up-to-date or has been drafted by an other airline.

A.2 Equipment

ICAO Annex 6 requires aircraft to be equipped with a Ground Proximity Warning System (GPWS). This system issues a warning to the flight crew if the aircraft comes too close to the ground or terrain below. Some CIS-built aircraft types (Tupolev, Ilyushin, Antonov, Yakovlev) either have no such system installed or have a 3-channel (SSOS) or 5-channel SPBZ system installed, which does not fully meet the ICAO Standard. In addition it is now required that the GPWS has a forward looking terrain avoidance function. In several cases aircraft have not been re-equipped with this latest version of the GPWS system.
A.3 Minimum Equipment List (MEL)

The MEL specifies the circumstances under which an aircraft may be operated in spite of certain equipment being inoperative. The MEL is established by the aircraft operator and approved by the responsible State of Operator. The majority of the findings concerned the lack of evidence of approval of the MEL, the MEL not being carried onboard or being out of date. Also in many cases instead of the MEL the MMEL (Master MEL) is being used. The MMEL is established by the aircraft manufacturer as a baseline document for the operator to establish the MEL.

B – Inspection items concerning passenger cabin

<table>
<thead>
<tr>
<th>No.</th>
<th>Inspection item</th>
<th>Description</th>
<th>No. inspections</th>
<th>Cat. 1</th>
<th>Cat. 2</th>
<th>Cat. 3</th>
<th>Cat. 2 &amp; 3</th>
<th>Total</th>
<th>Cat. 2 &amp; 3/III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Safety / Cabin</td>
<td>Emergency exit, lighting and marking, torches</td>
<td>2921</td>
<td>65</td>
<td>126</td>
<td>41</td>
<td>167</td>
<td>232</td>
<td>0.0572</td>
</tr>
<tr>
<td>2</td>
<td>Safety / Cabin</td>
<td>Access to emergency exits</td>
<td>2961</td>
<td>20</td>
<td>118</td>
<td>50</td>
<td>168</td>
<td>188</td>
<td>0.0567</td>
</tr>
<tr>
<td>3</td>
<td>Safety / Cabin</td>
<td>Cabin Attendant’s Station and crew rest area</td>
<td>2966</td>
<td>31</td>
<td>70</td>
<td>20</td>
<td>90</td>
<td>121</td>
<td>0.0303</td>
</tr>
</tbody>
</table>

B.1 Emergency exits, lighting and marking, torches

The findings mainly concerned emergency exit lights which were not functioning properly, torches (flashlights) which were not available, in poor condition or not available in sufficient quantity, and non-installation or inadequately functioning of floor proximity (emergency) escape path marking systems. These systems indicate the location of the emergency exits. They are important especially when there is a fire or smoke in the passenger cabin or when the normal cabin lights are not functioning. Example of this last non-compliance is situations whereby sections of the escape path marking, covering several seat rows, were out of order.

B.2 Access to emergency exits

Access to emergency exits must always be clear of obstacles. In case of an emergency, the path to the emergency exits and doors should be clear, allowing a rapid evacuation of the aircraft. Findings established were obstruction of access by catering boxes, luggage and cargo. Another frequent finding, especially on CIS-built aircraft, was the fact that the seats in front of the emergency exits can fold forward and in case of an emergency may block the path to the exit. Also in many cases the locks of the tray tables on the seats in the area of emergency exits do not prevent the tray tables from obstructing an unrestricted access to the exits.
B.3 Cabin attendant’s station and crew rest area

In the cabin there are dedicated seats for the cabin crew at specific locations, allowing to cabin crew to manage the cabin evacuation in case of an emergency. It is required that these seats have a harness installed. In many cases and especially on CIS-built aircraft instead of a harness the seat is only equipped with a seat belt. In many cases these seats are foldable. In several cases the mechanism which automatically folds the seat was not functioning. The seat then may obstruct the pathway or the access to an emergency exit.

C – Inspection items concerning general condition of aircraft

<table>
<thead>
<tr>
<th>No.</th>
<th>Inspection item</th>
<th>Description</th>
<th>No. inspections</th>
<th>Cat. 1</th>
<th>Cat. 2</th>
<th>Cat. 3</th>
<th>Cat. 2 &amp; 3</th>
<th>Total</th>
<th>Cat. 2 &amp; 3/III</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aircraft Condition</td>
<td>Wheels, tires and brakes</td>
<td>4466</td>
<td>134</td>
<td>114</td>
<td>58</td>
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<td>306</td>
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<tr>
<td>2</td>
<td>Aircraft Condition</td>
<td>Leakage</td>
<td>4148</td>
<td>289</td>
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<td>40</td>
<td>120</td>
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<td>0.0289</td>
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<td>3</td>
<td>Aircraft Condition</td>
<td>Power plant and pylon</td>
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<td>141</td>
<td>90</td>
<td>17</td>
<td>107</td>
<td>248</td>
<td>0.0257</td>
</tr>
</tbody>
</table>

C.1 Wheels, tyres and brakes

Wheels, tyres and brakes need to be in proper condition. Reported findings were tyres worn beyond limits, cuts in the tyre, leakage of hydraulic fluid in landing gear areas, brakes worn beyond limits.

C.2 Leakage

On an aircraft one will find many systems containing various sorts of liquids (oil, fuel, water, hydraulic fluid etc.). Hydraulic, fuel and water leakages were reported. Areas concerned were the toilet service panel, wings, flaps and slats, engines, Auxiliary Power Unit, landing gear, etc.

C.3 Powerplant and pylon

The engine, the engine housing, the pylon (attachment of the engine to the wing or aircraft structure) and the access panels in the engine housing and pylon are carefully inspected. Findings reported relate to fuel & oil leakages, missing rivets in engine housing and damage of acoustic panels in the engine intake area.
D – Inspection items concerning cargo compartment

<table>
<thead>
<tr>
<th>No.</th>
<th>Inspection item</th>
<th>Description</th>
<th>No. inspections</th>
<th>Cat. 1</th>
<th>Cat. 2</th>
<th>Cat. 3</th>
<th>Cat. 2 &amp; 3</th>
<th>Total</th>
<th>Cat. 2 &amp; 3/111</th>
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</thead>
<tbody>
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<td>Safety of cargo on board</td>
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<td>2</td>
<td>Cargo</td>
<td>Dangerous Goods</td>
<td>527</td>
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<td>9</td>
<td>34</td>
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<td>0.0816</td>
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<tr>
<td>3</td>
<td>Cargo</td>
<td>General condition of cargo compartment</td>
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<td>121</td>
<td>209</td>
<td>0.0445</td>
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</tbody>
</table>

**D.1 Safety of cargo on board**

In several cases it was established that cargo in the cargo holds was not properly secured. Heavy items (such as spare wheels) were not restrained, which might lead to damage of the aircraft in case of rapid acceleration / deceleration. In other cases, barrier nets were either not installed or in poor condition. Cargo containers and pallets were in poor condition. Locks to secure the containers were not in the proper position or unserviceable.

**D.2 Dangerous Goods**

Certain types of material need special care and treatment because they are flammable, toxic, poisonous, etc. These are commonly referred to as “Dangerous Goods”. When properly packed, stored, labelled, protected etc., Dangerous Goods may be transported. Findings that have been recorded included improper storage and labelling of the Dangerous Goods carried onboard, unavailability of the required documents and manuals (Emergency Response Guide), missing authorisation for the transportation of Dangerous Goods and no proper notification to the Captain (NOTOC) of Dangerous Goods carried onboard.

**D.3 General condition of cargo compartment**

Findings related to the general condition of the cargo compartment, such as damage to panels, deficiencies with the locking system, improper repairs of panels, and missing separation nets.
8. ACTION TAKEN AFTER RAMP INSPECTIONS

Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft commander will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft commander does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the aircraft. The formal act of grounding by the State of Inspection means that the aircraft is banned from further flights until appropriate corrective measures are taken.

In 2005, the following examples of events led to the grounding of aircraft: no valid Certificate of Airworthiness onboard, no MEL onboard but aircraft had outstanding technical deficiencies, very poor technical condition of aircraft, no maintenance release issued, heavy corrosion, evidence that mandatory Airworthiness Directives (AD’s) were not embodied, no emergency lights to indicate emergency exits, improper repairs, heavy leakages, improper cargo loading, no up-to-date navigation documentation, and tyres worn out beyond limits.

Another type of action is called “corrective actions before flight authorised”. Before the aircraft is allowed to resume its flight, corrective action is required to rectify any deficiencies which have been identified.

In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passengers.

It is standard practice that the aircraft commander of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority and the home base of the operator with the request to take appropriate action to prevent reoccurrence.

In some cases, when the findings on an aircraft are considered important, individual Member States may decide to revoke the entry permit of that aircraft. This means that the particular aircraft is no longer allowed to land at airports or fly in the airspace of that State. Such a ban can be lifted if the operator of the aircraft proves that the problems have been properly corrected. Such entry permit repercussions can therefore be, and usually are, of a temporary character.

As regards such bans and their subsequent lifting, those ECAC States which belong also to the European Community shall be acting in accordance with the provisions laid down in Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community.
The table below lists the actions taken as a result of inspections performed in the years 2000-2005.

<table>
<thead>
<tr>
<th>ACTIONS TAKEN</th>
<th>2000</th>
<th>2001</th>
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<th>2003</th>
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<th>2005</th>
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<td>2,706</td>
<td>3,234</td>
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<td>NO. OF FINDINGS</td>
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<td>2,868</td>
<td>3,064</td>
<td>3,242</td>
<td>6,799</td>
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<td>INFORMATION TO THE AUTHORITY AND OPERATOR</td>
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<td>289</td>
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<td>48</td>
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<td>137</td>
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<tr>
<td>CORRECTIVE ACTIONS BEFORE FLIGHT AUTHORIZATION</td>
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<td>210</td>
<td>225</td>
<td>321</td>
<td>683</td>
<td>708</td>
<td>2,331</td>
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<tr>
<td>AIRCRAFT GROUNDED</td>
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<td>28</td>
<td>12</td>
<td>20</td>
<td>17</td>
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<td>106</td>
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<tr>
<td>ENTRY PERMIT REPERCUSSIONS</td>
<td>9</td>
<td>4</td>
<td>6</td>
<td>7</td>
<td>15</td>
<td>10</td>
<td>51</td>
</tr>
</tbody>
</table>
9. FUTURE ACTIONS

Early 2006 the enhanced database will be implemented. The project definition started in the first half of 2005. The enhanced database will contain features assisting the inspector when preparing an inspection, expanding analytical tools, administrating historical sequences of follow-up actions that have been taken, etc.

The core of the SAFA activities in 2006 will centre around the following matters:

- the coming into effect on 30 April 2006 of the EU “SAFA” Directive 2004/36/CE;
- the transfer of coordination activities from Central JAA to the EASA Agency;
- the development of means to maintain the pan-European dimension of the Programme.

The SAFA Directive imposes legal obligations upon EU Member States to monitor the safety level of aircraft from third country operators flying into their airports. Reporting and follow-up tools will need to be further developed to ensure adequate communication and proper follow-up actions.

With many States involved and several thousand inspections performed annually, further harmonisation is needed among the stakeholders involved. Training programmes will be adapted and developed to meet this harmonisation goal.

To ensure adequate corrective actions are implemented by operators, expanded communication is foreseen with the States responsible for the operators’ safety oversight (State of Operator or Registry).
10. INTERNATIONAL COOPERATION

10.1 Co-operation with Civil Aviation authorities of non-ECAC States

In order to achieve best the objectives of the SAFA Programme, it is necessary to cooperate with Civil Aviation Authorities of non-ECAC States.

In 2005 consultations were held with the Russian Federation about the equipage with the Ground Proximity Warning System (GPWS) of aircraft under its oversight and flying into ECAC airports. A joint Working Group was established to assist in understanding better the functioning of GPWSs installed on CIS-built aircraft.

Regarding the cooperation with the Federal Aviation Administration of the United States on bilateral exchange of the results of inspections, performed on each others operators in the framework of SAFA and similar US programme for inspection of non-US operators, this was continued in 2005.

10.2 Co-operation with EUROCONTROL

In 2004, ECAC and EUROCONTROL decided to develop a cooperation in the framework of the SAFA programme. The two sides initiated the development of a related Cooperation Agreement. It is to contribute to the improvement of the SAFA programme alarming function by using the possibilities of the EUROCONTROL CFMU unit to alert ECAC member States of flight plans to and from ECAC airports pertaining to aircraft or operators that have been subjected to operating restrictions in one or more ECAC States and on which focused SAFA inspections may be performed. The Cooperation Agreement was signed in the Spring of 2005. In the second half of 2005 the provisions of the Agreement were implemented.

10.3 Co-operation with ICAO

Co-operation with ICAO has been pursued, as illustrated by the sharing of information.
APPENDIX A

List of States of Inspected Operators

<table>
<thead>
<tr>
<th>Operator State</th>
<th>ICAO Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albania</td>
<td>LA</td>
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<tr>
<td>Algeria</td>
<td>DA</td>
</tr>
<tr>
<td>Angola</td>
<td>FN</td>
</tr>
<tr>
<td>Antigua and Barbuda</td>
<td>TA</td>
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<td>Argentina</td>
<td>SA</td>
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<tr>
<td>Armenia</td>
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<td>Aruba</td>
<td>T2</td>
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<td>Australia</td>
<td>Y</td>
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<tr>
<td>Austria</td>
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<td>Bahrain</td>
<td>OB</td>
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<td>Bangladesh</td>
<td>VG</td>
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<td>Barbados</td>
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<td>SL</td>
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<td>LQ</td>
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<td>Brazil</td>
<td>SB</td>
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<td>LB</td>
</tr>
<tr>
<td>Burundi</td>
<td>HB</td>
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<tr>
<td>Cabo Verde (Cape Verde)</td>
<td>GV</td>
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<td>Cameroon</td>
<td>FK</td>
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<tr>
<td>Canada</td>
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<td>DI</td>
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<td>Croatia</td>
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<td>Cuba</td>
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<td>Kenya</td>
<td>HK</td>
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<td>Korea / South Korea</td>
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<tr>
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<td>OK</td>
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## APPENDIX C

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### APPENDIX D

#### Results of inspections per inspection item

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<th>No. findings (F)</th>
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# APPENDIX E

## Results of inspections per inspection item per year

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F/III = findings per inspection
Appendix E-1 Flight deck — Ratio of Findings in relation to Inspections
Appendix E-2 Cabin & Safety — Ratio of Findings in relation to Inspections

- General Internal Condition
- Cabin Attendant's station and crew rest area
- First Aid Kit / Emergency medical kit
- Life jackets / Flotation devices
- Hand fire extinguishers
- Oxygen Supply (Cabin Crew and Passengers)
- Slides / Life-Rafts (as required)
- Emergency exit, lighting and marking, torches
- Seat belts
- Access to emergency exits
- Cabin crew members
- Safety Instructions
- Safety of passenger baggages
- Seat capacity
- Inspection items

2005
2004
2003

Ratio findings/inspections
Appendix E-3 Aircraft Condition & Cargo — Ratio of Findings in relation to Inspections
## APPENDIX F

### Results of inspections per inspection item

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cat. 1 = category 1 (minor) finding  
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