



## **REPUBLIC of SAN MARINO CIVIL AVIATION AUTHORITY**

Via Consiglio dei Sessanta, 99  
47891 Dogana  
Republic of San Marino  
TEL: +378 (0549) 882929 | FAX: +378 (0549) 882928

### **SAFETY NOTICE No. 01/2022 Issue 01**

#### **ANALYSIS OF SAFETY DATA**

At the end of the year, San Marino CAA conducts an analysis of Safety Data. As San Marino is a small State, the data sample size is relatively small and we recognise that this can be subject to some random variation or 'statistical noise'. However, for your information, there were three safety issues noted from the data analysis.

#### **Observations**

- Aircraft Maintenance not completed as required (10 examples reported during 2021). Amendments to CAR AIR and CAP 23 have been drafted to reinforce the operator's responsibility towards ensuring airworthiness before an intended flight including ensuring that all required maintenance has been performed.
- TCAS RAs (8 examples reported in 2021); since April 2021, RAs have been reported on average once per month, compared to a previous average of once per year. Six of the eight reports occurred in the USA. The FAA has been made aware of this trend.

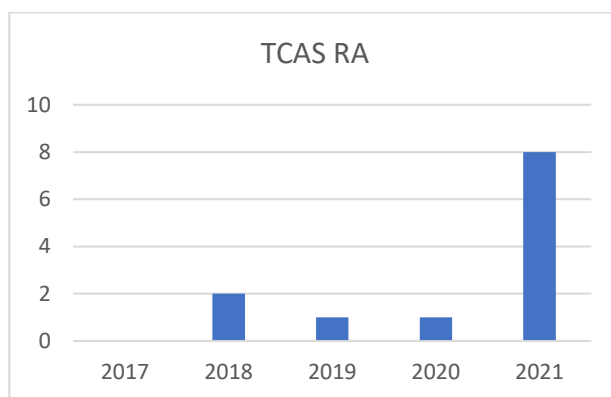
#### TCAS Resolution Advisory (RA)

2021	8
2020	1
2019	1
2018	2
2017	0



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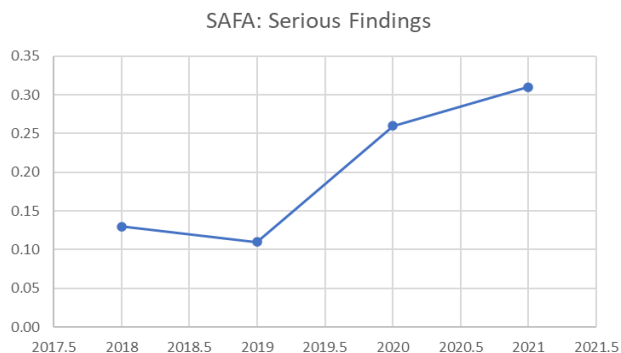
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- The rate of Serious (Level 1) SAFA Findings per Inspection Performed has increased. Since this indicator monitors Findings per Inspection, it is not affected by the number of SAFA Inspections performed. During 2021, almost one SAFA in every three performed, resulted in a serious finding. In 2019 this was approximately one in ten. The lower-level Significant Findings and Observations have not shown the same increasing trend.

Serious Findings: rate per SAFA performed:

2021	0.31
2020	0.26
2019	0.11
2018	0.13





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Serious Findings included issues such as:

- HFE not accessible/ not correctly secured
- Cargo not correctly secured
- Loose / heavy objects in cabin / galley
- Alternate airport unsuitable/ incorrect
- Charts out of date
- Emergency escape indications / systems unserviceable

For information, Significant Findings included issues such as:

- Significant defect not identified / monitored
- Fastener loose/ missing on secondary structure (with safety implications)
- Operations manual not up to date
- Checklist does not conform with Operations Manual (x2 reports)
- Checklist details not in Operations Manual
- Checklists not matching current aircraft configuration
- Incorrect mass and balance calculations
- Fuel calculations not in accordance with ICAO requirements
- No spare spectacles (x2 reports)
- Valid C of A not carried in aircraft
- Cabin interior not furnished i.a.w. specifications on flammable materials

Several lower level Observations reflected similar issues.

- Flight Operations Oversight Findings have included issues concerning:
  - MELs
  - Checklists
  - Document standards unacceptable (Operations Manual, Quality System, MSM)
  - Security, inappropriate carriage of weapons
  - Calculations incorrect (weight and balance, performance)
  - Briefings inadequate (EOSID procedure, passenger safety brief)
  - Non-Compliance with Manuals
  - Loose items in cabin
  - OM-D simulation of in-flight emergencies inadequate
  - Alternate procedures not described



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- Airworthiness Oversight Findings have included issues concerning:
  - AMP Pre-flight Inspections tasks missing or incomplete
  - AMP maintenance documentation incorrect
  - Effectiveness of AMP not confirmed
  - Tech Log deficiencies
  - Maintenance contract / subcontract deficiencies
  - Quality Systems, Audit Schedule, documented responsibilities, MME
  - Unacceptable Maintenance Support arrangements
  - Continuing Airworthiness Records
  - ECTM not incorporated
  - Technical documentation incorrect, incomplete, difficult to use or not incorporating TC holder recommendations
  
- Safety Programme Manager Comment

A rise in unconnected events and non-conformances could be a symptom of increased general pressure on the industry. Disruption due to COVID19 may have contributed to this.

It is important at this time to remain vigilant and ensure that any increased pressure does not result in the erosion of our safety standards and effective safety barriers.

### **Actions by Operators**

Operators are required to ensure that processes and procedures are sufficient to avoid such issues in their operation. It is strongly advised that the examples listed above are reviewed and any necessary checks conducted.

This safety notice will remain in effect until cancelled.

Eng. Marco Conti  
Director General

17th January 2022