



**The Hashemite Kingdom of Jordan  
Civil Aviation Regulatory Commission**

**FLIGHT SAFETY NOTICE**

*This notice is used to:*

- 1. remind the recipient for any action requested from CARC but not taken by the recipient.*
- 2. inform the recipient of any amendment to JCARs, Advisory Circular, or any CARC requirements and Safety Alerts.*
- 3. Please read the description carefully before any action.*

**Notice No./Year: 01/2011**

**Date: 06/09/2011**

**TO: ALL JORDANIAN AOC HOLDERS**

**Scope of the Safety Notice:**

Persistence of non-compliances with ICAO standards observed during SAFA ramp inspections, may lead to consideration of an operating ban of Jordanian registered/operated aircraft for safety reasons at European Community level.

The analysis of the reports for ramp inspections carried out on aircraft operated by Jordanian air carriers between June 2010 and June 2011 reveal a series of deficiencies to ICAO standards which are of a serious nature and recurrent. These deficiencies relate to aircraft condition, defect notification and rectification, navigation charts, mass and balance calculation, security of cargo on board, approved manuals such as the minimum equipment list, etc.

**Description of this notice:**

**1. Introduction**

1.1 The European Civil Aviation Conference (ECAC) Safety Assessment of Foreign Aircraft (SAFA) program has been established for over 10 years and is intended to complement ICAO's Universal Safety Oversight Audit Program in Europe by inspecting aircraft operations.

1.2 Many ECAC countries are increasing the number of ramp checks they conduct and others are starting their own programs. It is therefore increasingly likely that Jordanian aircraft operating to ECAC countries will be subject to inspections by teams from those countries' National Aviation Authorities (NAAs). The purpose of this Notice is to inform operators of the follow-up actions expected when an aircraft has been subject to a SAFA Ramp Check.

1.3 Some general information on the SAFA program, the items inspected can be found at [www.easa.europa.eu](http://www.easa.europa.eu).

## 2. SAFA Ramp Check Procedures

- 2.1 A SAFA Ramp Check may be performed on arrival or departure and will select a number of items from a standard checklist depending on the time available.
- 2.2 Findings, resulting from the ramp checks, are classified as Category 1 (minor), Category 2 (significant) or Category 3 (major) depending on their effect on the safe operation of the aircraft.
- 2.3 Category 1 findings are notified to the commander. Category 2 findings are additionally communicated to the operator and the Jordanian Civil Aviation Regulatory Commission (CARC) in writing. Category 3 findings, in addition to the actions for a Category 2 finding, may include restrictions on the flight operation, corrective actions before flight, detention of the aircraft by the inspecting NAA and/or revocation of the operator's entry permit.
- 2.4 Where Category 3 findings establish that an aircraft is no longer airworthy, the CARC will be informed immediately by the NAA. Based on the information provided by the NAA, CARC will decide, in liaison with the NAA, what final corrective actions and under which conditions the aircraft will be allowed to resume its flight.


## 3. Findings Follow-Up

All SAFA findings should be processed through the operator's quality system. Operators should aim to identify actions to prevent the recurrence of non-compliances rather than purely corrective actions, which, in some cases, may have been taken before the return flight. Operators may respond directly to the inspecting NAA findings, but to enable a coordinated response by the operator and CARC, operators should copy their responses to CARC.

### Actions to be taken:

1. SAFA findings should be processed through the operator's quality system.
2. Any un-serviceability notified by the SAFA ramp inspector should be entered in the aircraft Technical Log as appropriate.
3. Operators should ensure that aircraft condition meets the applicable CARC airworthiness, operations and environment regulations and Operator's approved manuals.
4. Operators should ensure crew are familiar with, and have access to, the Operations Approval document(s) on board the aircraft.



  
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