

Safety Review

2021

The logo consists of the lowercase letters 'tm' in a white, sans-serif font, positioned on a black rectangular background. To the right of this black background is a solid orange rectangular area.

tm

Safety and Compliance Unit

MACE
26th October 2021

MOR submissions

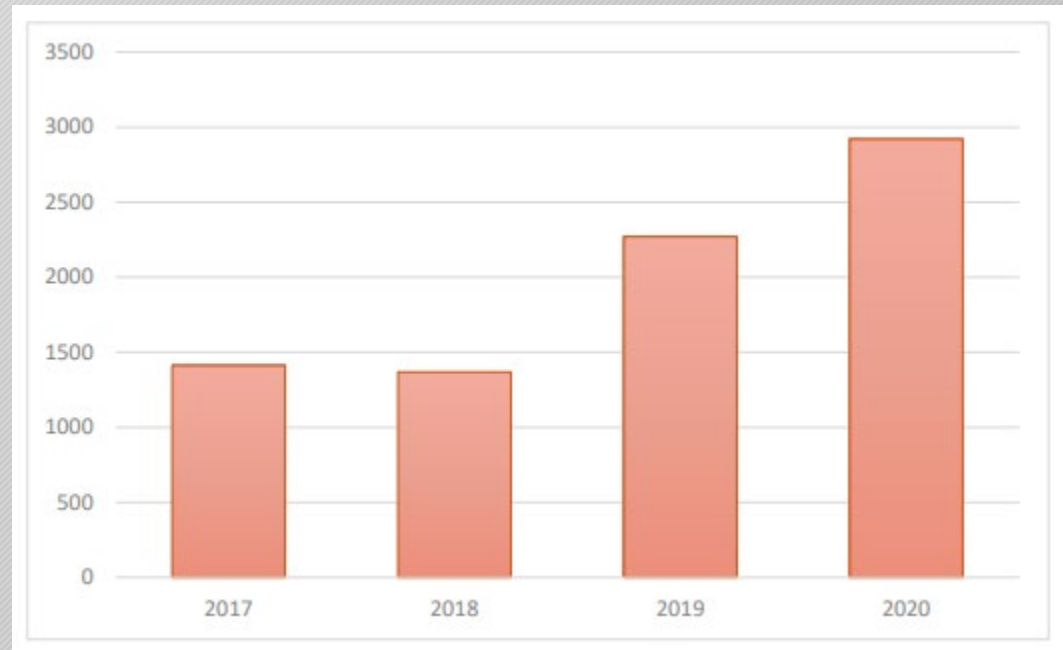
2

One can note the increase in occurrence report submissions along the years.

This is mainly attributed to:

1. The growth experienced in the Maltese aviation cluster;
2. Regulation 376/2014

Even though 2020 was an odd year for aviation, an increase in MOR submissions was still noticed.

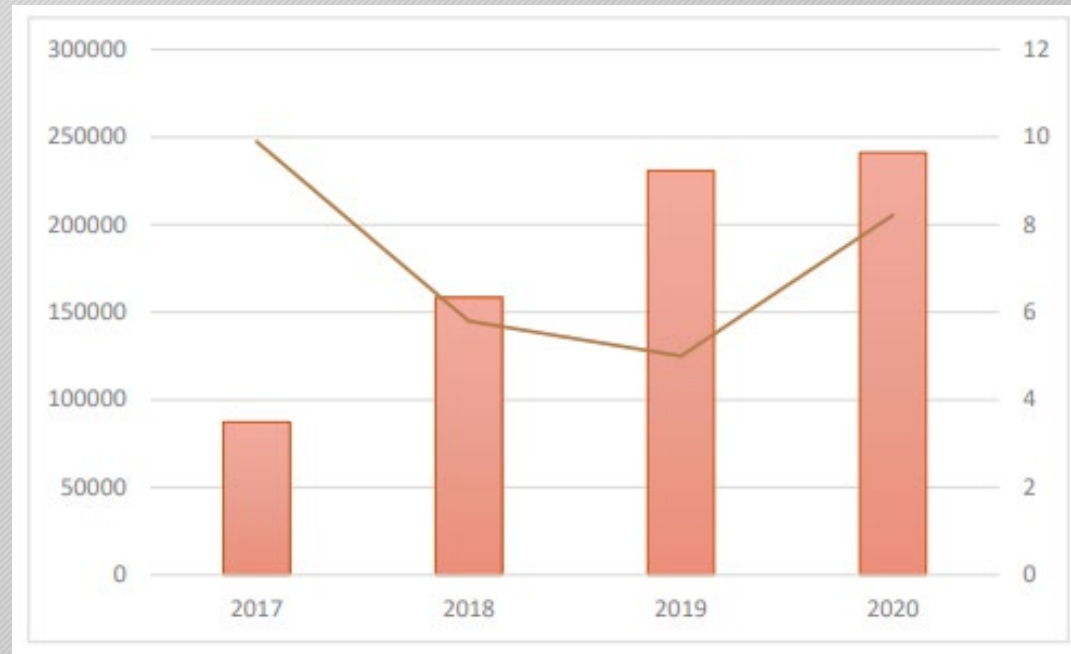


Confirmed MOR events submitted to the national database and analysed by TM-CAD between 2017 and 2020.

MOR Rate

In 2020, the MOR relative value stands at 8 reports per 1,000 flying hours.

This relative value is being monitored and will be analysed over a longer period to provide better representation.

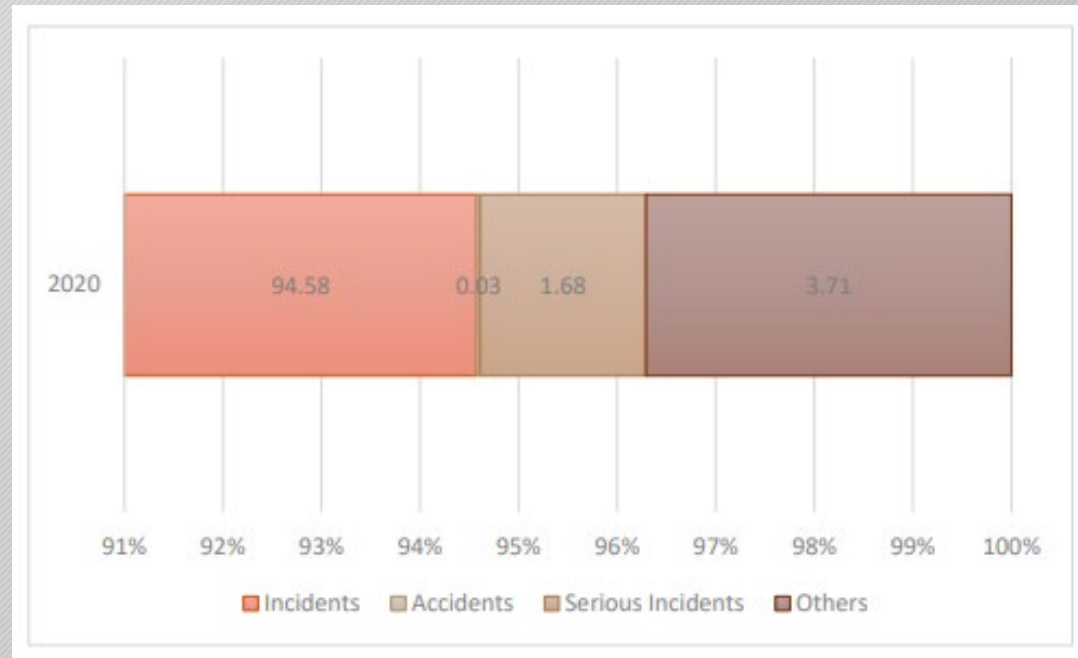


MOR submissions by Aircraft Operators relative to flying hours (2017-2020)

Serious Incident / Accident Investigations

4

- 1.71% of Occurrence reports submitted to the MOR database were classified as an Accident or Serious Incident.
- 2020 - 3 events were investigated by the Maltese BAAI.
- In 2021:
 - 4 active investigations
 - 1 of which acting as an ACCREP



Occurrence Class (% of total 2020 MORs)

Maintaining MOR Quality

5

Occurrence Report Quality

- Emphasis on completion of Mandatory fields data;
- Event types relevant to the reported cause;
- Risk classification: consider the worst possible outcome for severity.

Closure / Investigation

- ✓ update in the Description box (for manually updating of reports in Centrik);
- ✓ include investigation and attachments (if any) following submission;
- ✓ conduct the investigation in the spirit of regulation (EU)376/2014 and Just Culture - identify the causal factor/s and provide mitigation measures to avoid a re-occurrence;
- ✓ trend analysis is also a good measuring approach as part of your SMS.

COVID-19 Observations

6

COVID-19 information sharing and regulatory requirements were notified via notices published by the relevant inspectorate/unit (IAN, OAN, PEL Notice, SIAN).

Observations from MORs:

- increase in reported unstable approaches / high-speed approaches;
- extended duty period / fatigue reports;
- cargo carriage in passenger compartment;
- increased wildlife activities at aerodromes;
- aircraft extended parking times / de-storage issues;
- new type of 'unruly passengers' - application of Health control measures

Safety Risk Assessments:

- Risk assessments based on previous 'normal' operations are no longer valid;
- RNO evaluations and assessments

State Safety Documentation

7

State Plan for Aviation Safety

- A new SPAS will soon be published.
- The SPAS is based on EPAS and data from occurrence reports. Operators/organisations are encouraged to refer to the EPAS for evaluation based on their operation.

Annual Safety Report

- Published by first quarter of following year extracting key figures from the occurrence reports received.

Distribution

- All Safety related documentation is distributed via Centrik and published on the TM-CAD website.
- Kindly use the 'Mark as Read' function for various publications/notices issued by CAD inspectorates.

SAFETY INFORMATION AND ADVISORY NOTICE (SIAN)

SIAN Number: 01/21 Issue Date: 13/08/2021

Subject: Adherence to the standard visual circuit patterns at LMML.

1.0 INTRODUCTION

This Safety Notice contains instructions and recommendations regarding operational safety. Following recent reported events concerning General Aviation (GA) aircraft within the airport traffic pattern, the Civil Aviation Directorate (CAD) reiterates the importance of Situational Awareness and Collision Avoidance Awareness for the continued safe conduct of GA operations around the island.

2.0 APPLICABILITY

This Notice is to be disseminated to all personnel, and people who have interests relating to the safe conduct of GA flights around the island of Malta.

Aerodromes:	Not primarily affected.
Air Traffic:	All Air Traffic Services.
Airspace:	Not primarily affected.
Airworthiness:	Not primarily affected.
Flight Operations:	All GA flights.
Licensed/Unlicensed Personnel:	ATOL.

3.0 RECOMMENDATIONS AND INSTRUCTIONS

Pilots-in-command, examiners, instructors and flight attendants shall ensure that the specified path as published in the Maltese Aeronautical Information Publication (AIP) shall only be executed after obtaining the



Thank You

aviationsafety.tm@transport.gov.mt