

RIF 2025

28 - 28 Oct 2025

Poll results

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What further statistics would benefit helping you to increase your understanding or improve safety?

0 1 7

(1/2)

- Na operators and authorities
- N/A
- Interested to know the statistic on findings raised on GAT G & CAT 1 connected to A23?
- Accident rates, near-miss reports, equipment failure data, human error statistics, and environmental or operational condition trends.
- Repetitive finding details
- I would be interested to know the average rating for all airlines.
- Time to response by operators and authorities
- Repetitiva findings
- TOP Cat 2 and 3
- Safa ratio by area
- Repetitive findings
- Maybe the number of findings by airport for D itens
- I would like to see average ratios for different sizes of operators/different regions to see how we stack up against the average from our region/worldwide.
- Does the statistics suggest

What further statistics would benefit helping you to increase your understanding or improve safety?

0 1 7

(2/2)

that regulators needs to implement stricter rules on not reporting faulty item (by Captain / Operator), f. e. giving fines on repetitive finding.

- Does the statistics suggest that EASA needs to implement stricter rules on not reporting the faulty item (by Captain/ Operator), f. e. fines on repetitive cases?
- Repetitive findings on the same a/c registration on a short timeframe
- How can the inspector

judge the status of loose items in the cabin and galley when the inspection takes place on the ground between flights

What can you bring into the meeting room?

092

Energy



Coffee



Water



Food



Tea



What features are you missing in the current tool and/or what features should be improved?

055

(1/9)

- As an operator, the ability to use the database to trend in various finding levels and categories, etc.
- A dashboard to report on basic figures from each inspections, i.e, n of inspections, n of findings against specific questions, valuable insights against the ratio
- Use of queries for data export for individual questions (for NAAs only)
- Can the new tool capture the name of the operator/representative signing for receipt of the hard copy results?
- More user friendly interface, presentation of the database.
- ability to upload video files ,not only pictures
- Ability to see photos within a report when it's downloaded
- 1) Notifications to operators to support the follow-up process. 2) A structured work flow to drive the follow-up which does not allow to go further if Root Cause, Corrective Action or Immediate

What features are you missing in the current tool and/or what features should be improved? (2/9)

055

- Action is included. 3) A means to get the acknowledgement from the Operator's CAA in case of no response from operators. 4) A limit in the format of the attachments.
- Broken or missing bonding wires, or fasteners that are loose or missing - each with its own PDF code. How should inspectors consistently categorise these as minor, significant, or major, especially when the impact depends on component criticality?
 - Are there practical examples or decision aids for distinguishing safety-relevant issues?
 - It would be great when the Ratio is not only based on the finding(s), its character and the number of RI but also on the RCA and the safety culture of the operator (however this might be evaluated)
 - Ensure that data could easily

What features are you missing in the current tool and/or what features should be improved? (3/9)

0 5 5

- be extracted from the system in order to load them into operator dashboards.
- An escalation button to show the CAA who issued the finding that general consensus cannot be reached between inspector and air carrier. This could engage a higher level at the CAA to help close the findings or come to solution.
- nz
- SAFA ratio calculation methodology should not be based on a/c registration.
- Improve the tool for a best preparation of the inspection
- If with findings, appear finding details in mail notification
- The first issue to solve is the scope of the inspection and New methodology
- If with findings, appear in mail notification
- Updated statistics dashboard. Current PDF looks not updated
- Findings should written exact item acc to pre described finding. Directly number and sub item.
- A mechanism to challenge

What features are you missing in the current tool and/or what features should be improved? (4/9)

055

- CAT 1 findings and also escalate findings which have been challenged but upheld by the regulator to an appeals process by a third party
- Automatic message to operator that has not answered after 30 days (cat. 2 or 3 findings)
- The features should be improved are the training for inspectors
- Ratio calculation based on the size of the operator fleet and clearer weighting by the finding category.
- Improved communications tool between the inspector and the operator. Embedded photography within the report.
- An automatic feedback to the airline when the inspector add coment or review the operator answer and attachments
- Missing notification of when inspectors message via SAFA website. Perhaps an email. Have inspectors attach original SAFA report.
- More intuitive dashboard for data analysis on the operators ratio.

What features are you missing in the current tool and/or what features should be improved? (5/9)

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With historical data and its evolution. Perhaps also some benchmarking.

- For the preparation of RI it would be more than appreciable that statistics in a graphical manner wrt operators, aircraft types, etc. would be available.
 - Be consistent with references to legal provisions wherever possible.
 - Possibility of reviewing SAFA ratios on a timeline greater than 12 months
 - Separate fields to indicate
- root cause analysis and planned actions with the acceptance/rejection of an inspector
 - We recommend that inspectors adopt a fair and safety-focused approach when issuing findings, regardless of the operator's nationality or whether it is an EASA operator.
 - Benchmark data on average findings per item, average ratio, etc. to gauge how we stack up against other operators
 - 1) Notifications with any

What features are you missing in the current tool and/or what features should be improved?

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(6/9)

- update in the follow-up 2)
- Notifications of all ramp inspection performed
- There are lots of unnecessary items. Maybe it can be shortened. And items related to manufacturer can be assessed more comprehensively.
- Ground and Ramp Safety Statistics
 - Ground damage frequency and cost trends
 - Vehicle/equipment safety compliance rates
- Ramp congestion or turnaround time deviations These can reveal workload and procedural compliance issues. Incident frequency and severity trends
- Human factors (training, fatigue, procedural deviation)
- Equipment condition and maintenance performance
- SMS responsiveness (CAPA closure time, reporting rate)
- Safety culture survey outcomes
- Ease of use - quick reference tabs etc
- All of clear

What features are you missing in the current tool and/or what features should be improved? (7/9)

0 5 5

- Insight into the industry data (e.g. average ratio)
- The current user administration section should be improved. Etc. currently it is not possible to delete users.
- Comprehensive email information to communicate finding status without need to login to database. Target dates would also assist in managing findings.
- Have the ability to view de-identified airline ratio rankings relative to your own airline carrier.
- An notification to tell me the inspector had reviewed answered my response and if the finding is closed
- Agree possibility to add video as evidence in a finding
- Updated tool where interaction will be more easy and real time. Current status is that you activitely have to enter the tool to see if a response is available, instead of a notification sent when an update happens. Also, during inspection is on going, paperless environment for inspectors should be considered.

What features are you missing in the current tool and/or what features should be improved? (8/9)

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- A way to tag the authority of oversight of the foresight operator , not just the authority of inspection who writes the finding
- Assessment of Findings
- Way to appeal to a Finding.
- Be able to add different formats, even short video as evidence
- Access guidance to calculate Ratio and Long time trends.
- Possibility for an operator to answer or challenge a cat. 1 finding
- The tool works for us as it is.
- N/A
- Possibility to upload video files as evidence for findings (e.g running leaks, service caer brake malfunctions...)
- I would recomment to have findings appeal process in database, to include National Authority to official discussion in the system or other method. Now most of Operators lacking official function in the system for discussion of finding validity.
- Better data visualization, faster processing,

What features are you missing in the current tool and/or what features should be improved? (9/9)

0 5 5

- and clearer reporting tools.
- An escalation process to appeal a finding
- Direct link between other data like TCO etc.
- follow up on open findings, with an automatic reminders.
- More methods of communication and transparency
- Ratio calculation for all, not per aircraft tail
- Notifications when follow-up by the inspector has been completed.
- N/A
- Feature that allows more easily to add CAT G-s information, as just a remark.
- Be able to upload different formats of pictures (windows/IOS formats
- Would be helpful the possibility to involve a third entity to solve issues between operator and the inspector
- Ability to see photos within a report when it's downloaded
- N/a
- Na