

Safety Management Symposium

Developing a Positive Safety Culture



Civil Aviation Department

Hong Kong SAR

24 April 2018



Annex 19 SARPs

- ✈ Para 3.5.1 - States should promote ... **the development of a positive safety culture** that fosters an effective SSP.
- ✈ **Positive Safety Culture** – a **key enabler** of effective implementation of SSP
- ✈ “How an organization behaves in relation to safety and risk **when no one is watching**”.





Features of Positive Safety Culture

- ✈ Embedded in **every aspect** in the implementation of the SSP
- ✈ A strong desire and commitment to safety **at all levels**
- ✈ **Continually** watch out for problems in **normal course of business** and identify **safety trends** or areas of concern





Features of Positive Safety Culture

- ✈ Ready to meet emerging challenges and resolve issues safely
- ✈ **Trust** at all levels, colleagues and management shared their experience and reporting of errors is encouraged for the purpose of improving safety





Developing a Positive Safety Culture

- ✈ Organization Policy
- ✈ Reporting Culture
- ✈ Safety Risk Management
- ✈ Safety Promotion



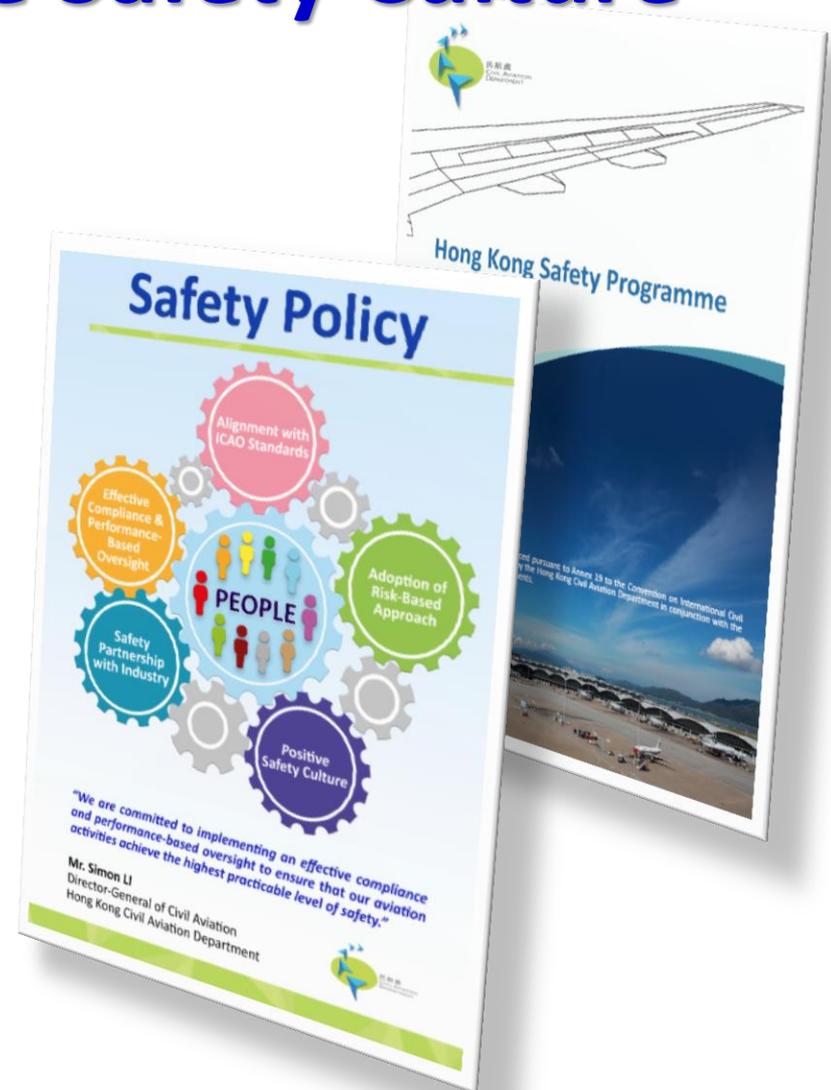
Safety Culture
(within CAD & industry)



Fostering a Positive Safety Culture

Organization Policy

- ✈ Management commitment
- ✈ Provides directions
- ✈ Continuous monitoring





Good Reporting Culture

4.2.5 Safety Data Protection

A mandatory or voluntary incident reporting system shall be **non-punitive** and **afford protection** to the sources of the information. The CAD **will not make available or use mandatory or voluntary reports for other than safety-related purposes**, unless exceptionally, an appropriate authority such as the judicial authority of Hong Kong determines in accordance with the legislation of Hong Kong, the value of its disclosure or use in any particular instance, outweighs the adverse impact such action may have on aviation safety.

In view of the developing nature of ICAO's proposed amendment of guidance for the protection of safety information, the CAD will review the efficacy of safety information protection in Hong Kong.



 Strong awareness of **JUST Culture**

 **TRUST**





Effective Safety Risk Management

- ✈ Identify hazard and assess risk effectively
eg. Non-compliance to ICAO requirements, changes in technology, new design / infrastructure / safety initiatives

Wrap around
taxiways,
Taxiway
re-naming

Automatic
Runway
Incursion
Warning System

- ✈ Identify root and probable causes
eg. Accidents and serious incidents,
aerodrome ground incidents, runway incidents





Effective Safety Risk Management

- ✈ Formulate preventive and mitigation measures
- ✈ Continuous monitoring to ensure effective safety improvement measures





Safety Promotion



✈ Safety Forum / Talks

✈ Publications

Safety Links
CAD Safety Promotion Newsletter

October 2017 Issue 3

In This Issue
A Newsletter for Aviation Safety Professionals ...
Manage the Weather ...
En-route Wake Turbulence Encounters ...
Prolonged Low Level Windshear ...
New Accident Investigation Authority ...
Final Report on a Serious Incident ...
Transforming "Data" to "Actionable Insights" ...
Q&A: Interview Report!

En-route Wake Turbulence Encounters

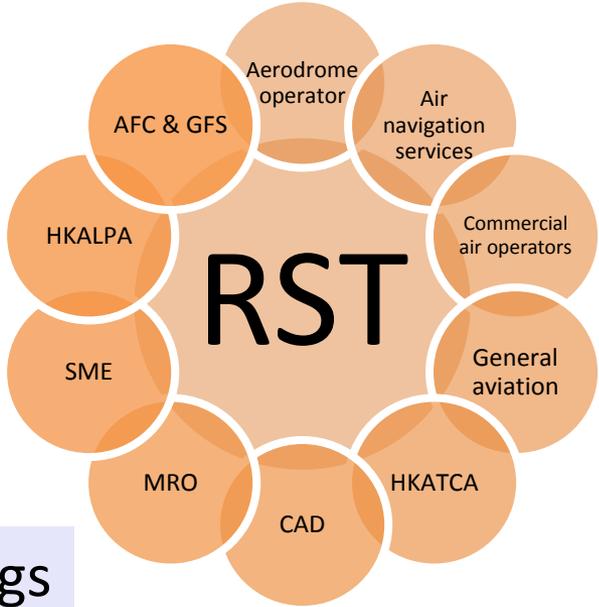
In January 2017, while cruising above the Arabian Sea, a Challenger 604 (CL604) had been passed by an Airbus A380 1,000 ft above in opposite course.

Approximately **1 minute** later and **15 Nm** away, the CL604 encountered the wake vortex of A380. The CL604 shook briefly, then rolled heavily and completed several rotations. The aircraft lost approximately **9,000 ft** of altitude before the pilots regained control of the aircraft. Two passengers were severely injured, and three persons suffered minor injuries. The damaged aircraft could not be restored to an airworthy state, according to the **latest report** published by the **BFU**, the accident investigation authority in Germany.

In June 2017, the European Aviation Safety Agency (EASA) issued a Safety Information Bulletin (SIB) 2017-10 to remind pilots, air operators and ATC controllers about the risks associated with wake turbulence at high altitude and applicable precautionary measures.

With the increase of air traffic volume and enhanced navigation precision, wake turbulence in the en-route flight phase are becoming more frequent. Wake vortices generated by aircraft could last for some minutes and moved downward with the wind. This poses a potential hazard to other aircraft crossing or operating below.

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<http://safetylib/>

Distribution, Security, Past Edition, Manpower, Learning, NEW!

✈ Safety Library

✈ Meetings

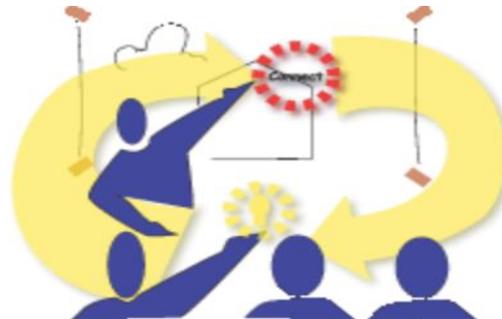


The humble person makes room for progress;
the arrogant person believes they're already there.

- *Flight International Australia* – 29 Jan 2018

Positive culture comes from being mindful, and
respecting your coworkers, and being empathetic.

- *Biz Stone*





CIVIL AVIATION DEPARTMENT
The Government of the Hong Kong Special Administrative Region

Thank You

