



Hong Kong Aviation Safety Plan : Aligning Goals & Empowering Professionals

**Safety Management Briefing 2024
4 July 2024**

**Strategic Safety Office
Civil Aviation Department**





Session



1. Evolving Safety Strategies



2. HK Aviation Safety Programme (HKASP) and Hong Kong Aviation Safety Plan



3. Safety Culture implementation | Panel



1 – Evolving Safety Strategies :

Background – What is ICAO ?

➤ ICAO Status

- UN specialized agency (since 1947)

➤ 5 Strategic Objectives :

1. Safety 
2. Air Navigation Capacity & Efficiency
3. Security & Facilitation
4. Economic Development of Air Transport
5. Environmental Protection



1 – Evolving Safety Strategies :

Background – What is ICAO ?

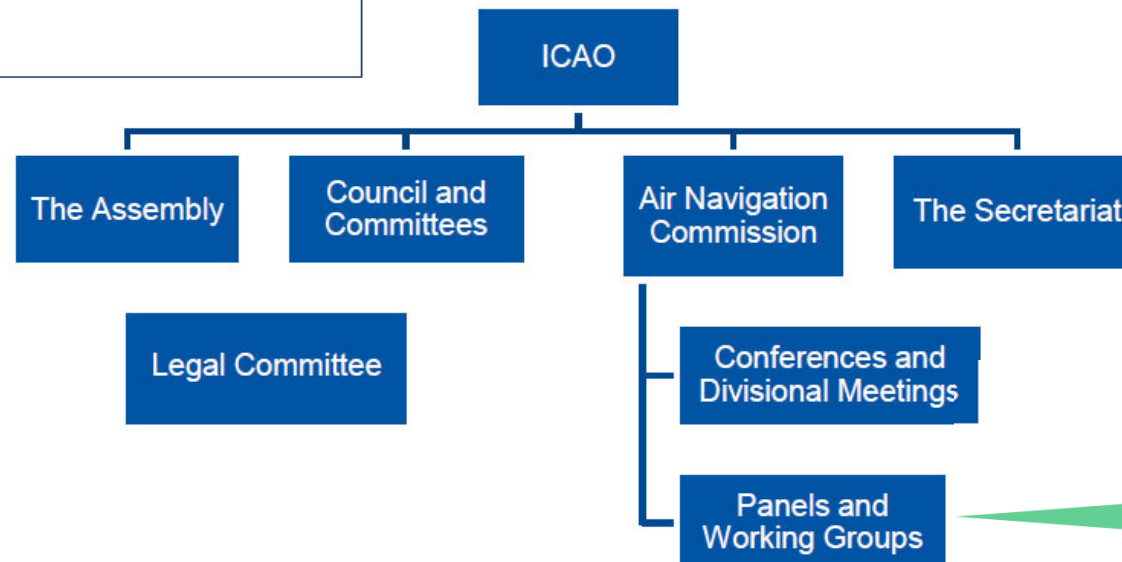
ICAO Organs

Functions:

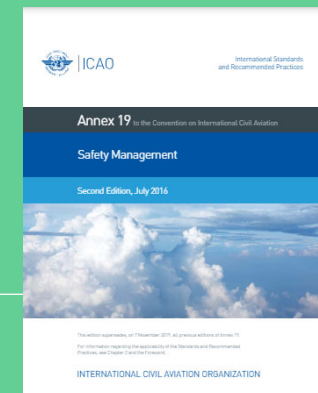
- Law-making
- Standard-setting (through Standards and Recommended Practices)
- Judicial and quasi-judicial functions
- Audit
- Other



193 Member States



Annex 19

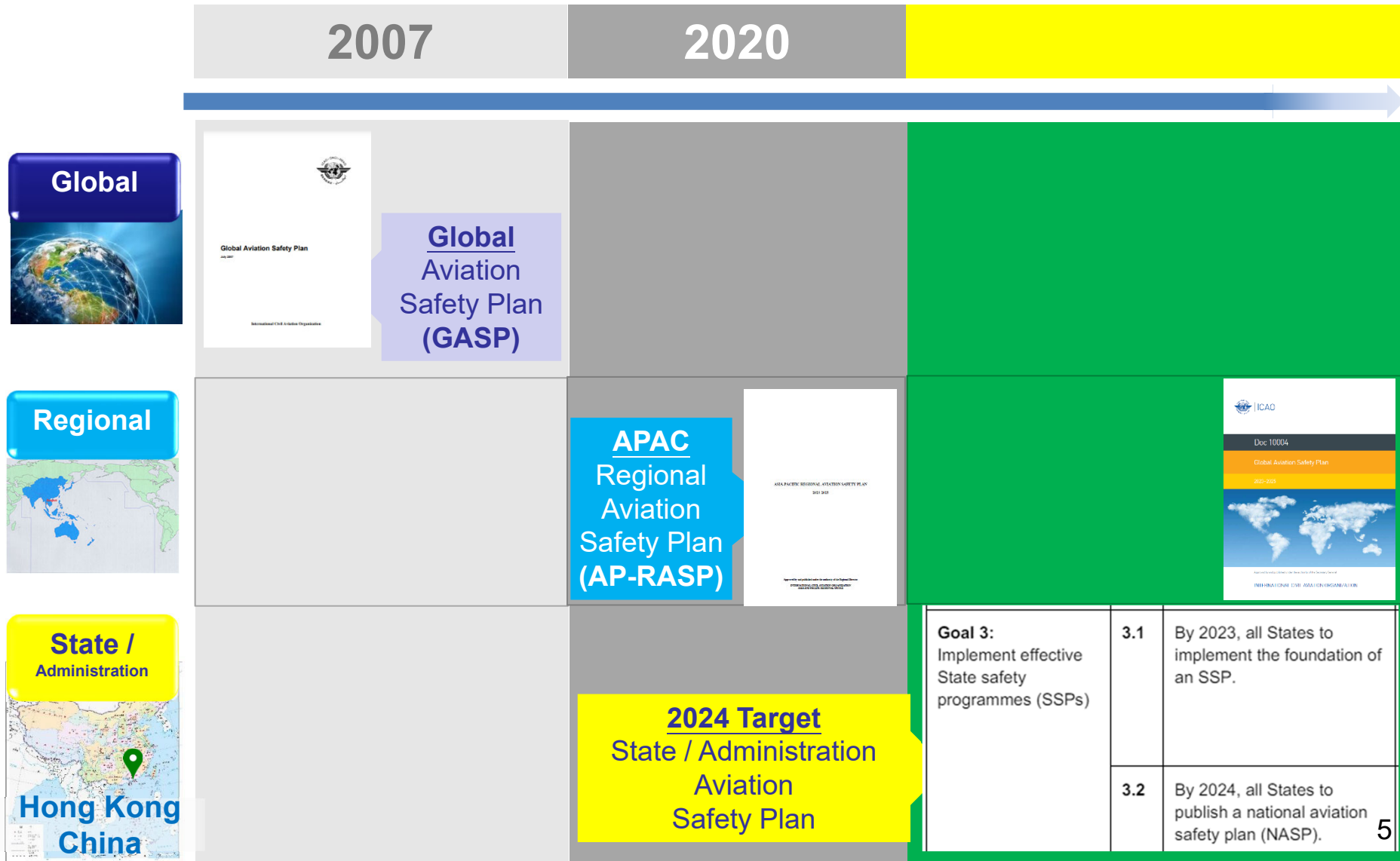


Safety Management Panel

Source : ICAO Int'l Air Law Course in Nov 2022

1 – Evolving Safety Strategies :

ICAO's GASP, AP-RASP and Safety Goals

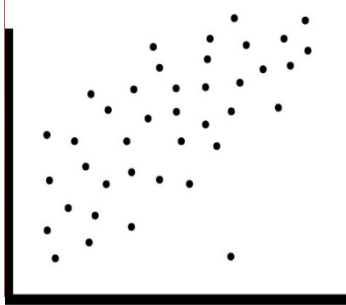


1 – Evolving Safety Strategies :

ICAO's GASP, AP-AP-RASP and Safety Goals

Purpose of Safety Plans ?

1)



Global



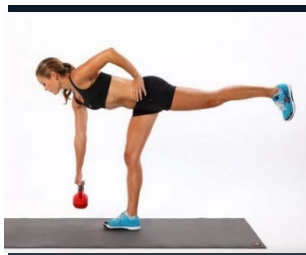
2)



Regional



3)



State /
Administration



1 – Evolving Safety Strategies :

ICAO's GASP, AP-AP-RASP and Safety Goals

Safety Goals

Global

GASP



- 6 global goals in Page v

4.2 DESCRIPTION OF GASP GOALS, TARGETS AND INDICATORS

4.2.1 The GASP contains an aspirational safety goal to achieve and maintain zero fatalities in commercial operations by 2030 and beyond. This goal is deemed “aspirational” as it represents an ambition of achieving an even safer aviation system. The year 2030 has been selected as this aligns with the target year presented in the UN SDGs *Agenda for Sustainable Development*. The GASP is aligned with the timelines of this agenda since the GASP goals contribute to the achievement of the UN SDGs.

APAC Region

AP-RASP



– 5 regional goals in Page xiv

0.6 These Actions are laid out in two Roadmaps, Operational (Ops) and Organizational (Org) respectively, and are further grouped into the following five Regional Goals,:

- I. Reduction in Operational Risks;
- II. Improvements in Safety Oversight and Compliance;
- III. Consistent and effective safety management system (SMS) and SSP;
- IV. Data-driven regulatory oversight; and
- V. Enhanced aviation infrastructure (physical and institutional).

1 – Evolving Safety Strategies :

ICAO's GASP, AP-AP-RASP and Safety Goals

Global Risks ?

➤ 2023-2025

- Global : 5 G-HRCs #
- Regional : 6 R-HRCs ^

➤ New Issues ?

- Global : ARC, TURB, SCF-NP
- Regional: TURB, SCF-NP, GCOL, RAMP



Hints:
Code with
ICAO
Taxonomy 🖱️

G-HRC (Global High-Risk Categories of Occurrences) :

Controlled flight into terrain (**CFIT**); loss of control in-flight (**LOC-I**); mid-air collision (**MAC**); runway excursion (**RE**) and runway incursion (**RI**). [Page (v) of GASP]

^ R-HRC (Regional HRC) : 5 G-HRC and Abnormal Runway Contact (**ARC**) [Page (viii) of AP-RASP]

? Maybe new HRCs : Turbulence (**TURB**), non-powerplant or powerplant system/component failures (**SCF-NP**), ground collision (**GCOL**), Ground Handling (**RAMP**)

1 – Evolving Safety Strategies :

ICAO's Proposal for Nov 2026

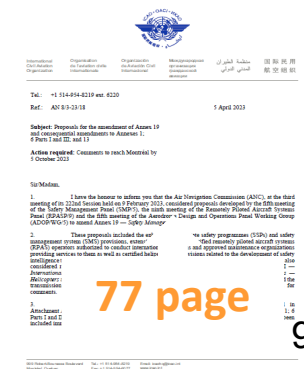
➤ ICAO Annex 19 amendment (*under review by ICAO*)

- Effective/Applicable : **XX Jul 2024** & **Nov 2026**
- Enhance SSP & SMS provisions (e.g. identification of **relevant organisational interfaces**)
- Extend SMS to (1) **certified** RPAS operators/ MROs & (2) **certified** heliports
- Introduce “**Safety Intelligence**” & Manual



➤ Observations / Actions Needed :

- Aimed to enhance interpretation (e.g. **ALoSP**)
- Review/update documentations & processes





Thank You



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