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A Newsletter for Aviation Safety Professionals

Welcome to the second issue of *Safety Links*.

As safety management practice matures, industry and regulators across sectors and borders are more active in sharing information and lessons learnt. *Safety Links* provides a platform for you to share good safety management practices and actionable insights for enhancing safety.

Shaping the Safety Culture of HKIA Community

Interview with Mr. Wing Yeung, Acting Deputy General Manager, Airfield of the Hong Kong International Airport (HKIA) on 14 October 2016



Mr. Wing Yeung ("Wing") joined the Airport Authority Hong Kong (AAHK) since the commissioning of the Hong Kong International Airport (HKIA) in 1998. He has extensive experience on the safe and efficient operation of the airport. Being the Acting Deputy General Manager, he now oversees the operations of the Airfield Department of the HKIA. He also chairs the Runway Safety Team (RST), Airfield Operations and Safety Committee (AOSC), and Ramp Operations and Safety Committee (ROSC). With vast experience on safety, Wing enlightened us about the evolution of AAHK's safety management system (SMS) and continuous efforts in promoting a positive safety culture of our world class airport.

Evolution on the Safety Management System (SMS) in HKIA

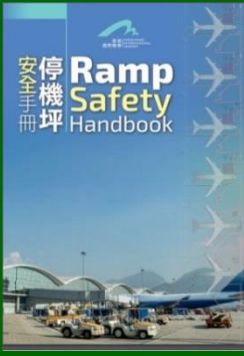
Wing: The AAHK's SMS interfaces with our airport community partners. Initially, the community was more focused on occupational safety. With training at all levels and safety campaigns, the safety culture at the HKIA gradually took shape.

"Safety from the Top" is the core tenet of SMS. Our CEO endorsed a Safety Policy which aims at achieving the highest standards of safety in the HKIA. Top management is fully committed to communicating our safety objectives across the airport community and ensuring the effective implementation of SMS by all departments of AAHK as well as working partners. Their safety management plans are audited on a regular basis.

On information sharing and safety partnership, AAHK holds regular forums through AOSC and ROSC to engage stakeholders. Incident information and safety mitigations were discussed; and feedbacks on new systems, facilities or procedures were collected.



<http://www.hongkongairport.com/eng/business/about-the-airport/safety.html>



https://extranetapps.hongkongairport.com/iwov_extra/ListFile?path=/etra/Extranet%2FSSEPS%2FSafety/

HKIA Aerodrome Safety Management System



The HKIA RST engages the airport community in hazard identifications and risk assessments. Effectiveness of safety actions was regularly reviewed.

Fostering a Positive Safety Culture

Wing: Safety is not a one-way trip from the top. Besides distributing Ramp Safety Handbooks and guidance to our staff, the AAHK encourages safety initiatives from staff. Recognizing that frontlines have valuable safety information, and possibly solutions to problems, AAHK applies “just culture” principles to encourage safety reporting.

Senior management also meets with frontline staff every 3 months through a Work Improvement Team (WIT) programme that began last April. Staff were encouraged to provide improvement suggestions, particularly those for safety. An outstanding proposal - “Streamline the Airbridge Docking Guidelines” received an inaugural WIT Grand Award.

On promoting safety awareness across the airport community, the AAHK rolled out a number of campaigns in recent years. Besides the annual Airfield & Baggage Hall Safety Campaign, we plan to hold more competitions this year. Games on iPads are particularly well-received by airport staff, judging from the long lines during breaks. Staff get awards and safety knowledge at the same time. A win-win situation indeed!



To reach out further to airport partners, AAHK launched a new Airport Ambassador Program on ramp safety, where franchisees’ staff were given a 1.5-hour attachment to AAHK’s Airfield Duty Team. This gives ramp operators an appreciation of our efforts in maintaining ramp and airfield safety. We have high hope that the Program will create a ripple effect on safety culture that can be felt around different organizations at the HKIA.



More Ideas in the Pipe-Line

To make safety reporting hassle-free, the AAHK will launch a mobile App for a Fault Report System. AAHK also has an internal Hazard Registration System, which will be revamped to cater for the latest operational needs. These new tools will further enhance the voluntary reporting culture at HKIA.



Closing by CAD: We are thankful for Mr Wing Yeung and AAHK’s sharing of developments of SMS and safety culture. By engaging the airport community on safety reporting, risk management and information sharing, AAHK is embedding safety culture in different aspects of the entire airport community. We are hopeful that the airport community can reap the benefits of safety.

Drone Safety - How You Can Help

Checkout our new FB Post !



<https://www.facebook.com/youthgovhk/photos/a.360403093994.153358.60097598994/10154493999883995/?type=3&theater>

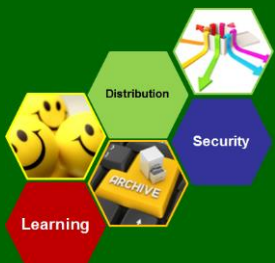
Stay vigilant! Drones appear when you are least expected !

"Education is an effective tool to enhance public awareness on drone safety."

Voluntary Report

<http://www.cad.gov.hk/application/DCA%20234.pdf>

CAD Safety Library



Drone Encounter

"While birds may fly away, drones stay..."

Captain Samuel Yip, Senior Pilot, Government Flying Services (GFS) on 19 February 2017

Captain Yip recounted his recent drone encounter in January when conducting a routine mission just before midnight. Out of the blue, during takeoff at around 150-200 feet above the HKCEC Heliport, he spotted blinking lights (telltale signs of drones) moving towards his helicopter about 50 feet below. Swift actions were taken. The case was reported to ATC and GFS Command Centre.



To enhance public awareness, Captain Yip agreed to be interviewed by CAD. We will share Captain Yip's perspectives as a pilot to impress upon the drone community that drones do pose hazards to aircraft along Victoria Harbour and helicopter operations at helipads elsewhere.

Words of advice for aviators, stay vigilant, like GFS pilots who are aware of increasing drone activities. Always report dangerous drone activities to ATC such that we can promptly alert the Police.

Closing by CAD: Captain Yip is a believer that education is an effective tool to promote public awareness on the safe operations of drones. Off duty, he reminds his friends and families to "fly" safe and comply with CAD's UAS guidance. With more flying "toys" and "cameras" sharing the sky, we need more "educators" like Captain Yip to spread the safety message to public.

CAD takes proactive safety strategies. In addition to promulgating leaflets and guidelines through interest groups, distributors and manufacturers, we start to post on Facebook to reach out to the drone community. This April, we plan to broadcast UAS safety message on TV and radio. We are also re-writing UAS guidance in layman language. Please come visit our website: https://www.cad.gov.hk/english/Unmanned_Aircraft_Systems.html

Voluntary Incident Reporting (VIR) System

To enhance aviation safety and promote accident prevention, the Accident Investigation Division manages the VIR System to capture occurrences other than accidents and serious incidents. This system can provide more safety data for meaningful analysis by our accident investigation authority. It is operated in a non-punitive environment and the source of information will not be disclosed unless required to do so by law, or the person concerned authorised the disclosure. We look forward to receiving your [DCA234 Form](#).

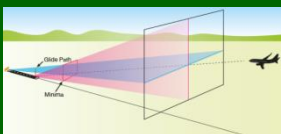
The Safety Promotion Tool Launched

Safety Library was launched in Dec 2016! Being a deliverable under the HK SSP Gap Analysis, the tool allows CAD to easily promulgate guidance to staff and manage documentations. **Security is enhanced** through access control. "Inadvertently" deleted documents can be recovered with a few clicks. Document distribution and archive are made easy. **Learning and safety culture** are reinforced with document subscription and sharing features.

Transforming “Data” to “Actionable Insights”



SOP
Standard Operating Procedures

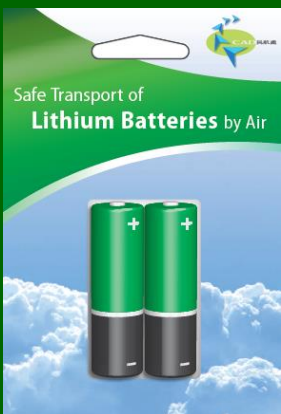


CNS Safety Promotion
See *ATESA 04/2016*

Dangerous Goods Advisory Circular

http://www.cad.gov.hk/english/DGAC/DGAC1_2017.pdf

Safety Leaflet



Contact Us

Strategic Safety Office

HK Civil Aviation Department

sso@cad.gov.hk

Safety Actions after Potential Terrain Conflicts

In June 2016, an operator did not follow the published procedure when carrying out a missed approach in HKIA which resulted in potential terrain conflicts with Lantau Peak. The incident was promptly followed up by CAD with the operator and the corresponding authority concerned. Dialogues were exchanged amongst relevant parties through meetings. After a thorough investigation, contributing factors and probable causes were soon identified. The operator promulgated the lessons learnt to crew. Flight crew must always stay vigilant and adhere to the standard operating procedures.

Safety Management Actions on ILS Signals at HKIA

At the HKIA, Critical Area (CA) and Sensitive Area (SA) have been established in accordance with ICAO requirements to safeguard the ILS. Still, reports of ILS signal fluctuations were received occasionally. Detailed engineering analysis and simulation revealed that signal fluctuations may occur when vehicles enter into ILS SA/CA, aircraft at holding points protrude into Glide Path's SA, radio frequency interference etc.

Proactive actions taken included internal safety review; and collaborative measures with industry to enhance the protection of ILS signal integrity. As signal fluctuations may also be induced by a departing aircraft under mixed mode operation on a single runway, CAD will consider implementing ICAO's proposal about extending protection of ILS CA/SA from the conventional 2-dimensional (2D) horizontal area to 3-dimensional (3D) volume.

Dangerous Goods (DG) Safety Promotion

To provide a timely update of safety requirements and to remind the air cargo industry to exercise extra vigilance when accepting cargo consignments, a **DG Advisory Circular** with specific focus on the prevention of undeclared lithium batteries shipment was issued by CAD in February 2017. CAD also participated in the DG Awareness Seminar co-organized by the Carrier Liaison Group, Hongkong Association of Freight Forwarding and Logistics, Hong Kong Shippers' Council and the Transport Logistics Training Board of the Vocational Training Council in December 2016, to provide the industry with an update of the ICAO requirements in the **2017-2018 Edition of the Technical Instructions**, as well as DG (including lithium batteries) shipping requirements. CAD will continue to promote the safe transport of DG by air through different platforms.

Robust Review of ATM/CNS Safety Performance Indicators (SPIs)

As proactive safety monitoring, we periodically review and update SPIs as per the ICAO guidance in Annex 19 and Doc 9859. New alert/target levels will be adopted for ATM SPIs in 2017. With the new Air Traffic Management System (ATMS) and Voice and Communication Switching System (VCSS) fully implemented in 14 November 2016, operational data will be collected for SPI reviews in year end.

What is “Safety Links” and how can I contribute?

Safety Links provides a platform for aviation professionals to share good safety management practices and lessons learnt with other sectors, such that we can all learn from your experience and plan for safety improvement. Please contribute your knowledge and safety suggestions.



The information may be de-identified upon request.