



AVIATION SAFETY JOURNAL

Flight Safety

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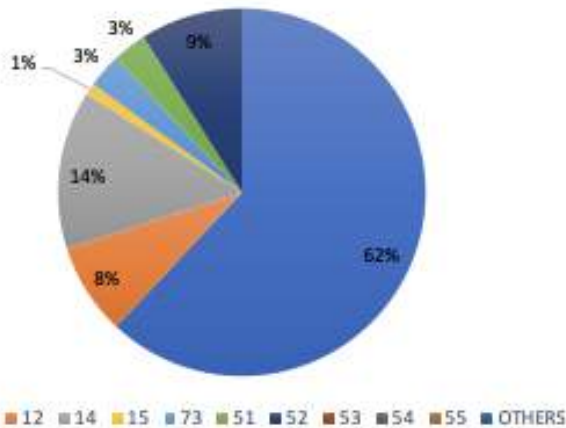
Dear colleagues, welcome to the first Aviation Safety Journal of 2020. 'Why does the front cover of this edition have a picture of a Finnish Army NH-90 helicopter operating in the snow?', I hear you ask! Well, operating environments vary depending on the location in the world, the type of flying being undertaken and the role of the operating organisation. This NH-90 is battling the extreme cold, snow and ice, and is causing the 'dusty' snow to get airborne in the rotor downwash. The situation is no doubt creating an array of challenges for the aircrew, for instance, poor visibility, aircraft icing, and lack of escape routes in an emergency. Whether or not it is the snow and ice of northerly Finland in the Arctic Circle, or the heat and humidity of southerly Brunei near the equator, the management of, and respect for, the operating environment is essential. In addition, the operating environment is a consideration for all of us working in an aviation operation, whether aircrew, groundcrew, Air Traffic Control (ATC), *Bomba* or any of the other branches and trades that keep the aircraft flying. So when you recall this photo, in the context of the flying operation here in Brunei and regardless of your role, please think about what you are about to do, where you are doing it, and who you are doing it with. Have you planned appropriately and thoroughly? Is everyone briefed? Are the contingency plans known? Operating environments may differ, but the challenges are common.

STAY SAFE AND ENJOY THIS ISSUE!

Lt Col Rob Joly
Head Aviation Safety

OR STATISTICS 2019

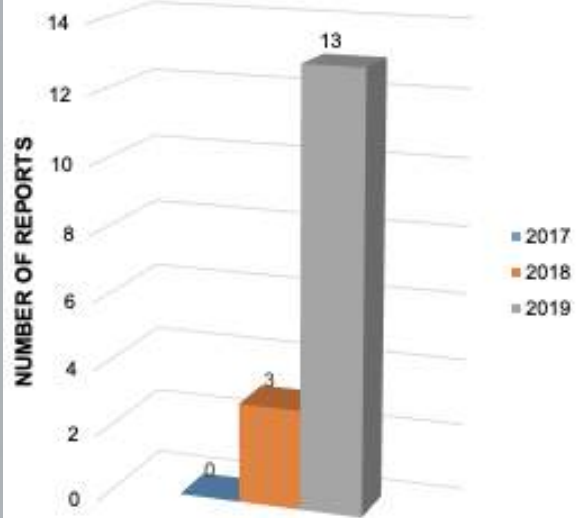
OCCURRENCE REPORT STATISTICS 2019



A total of 180 Occurrence Reports (OR) were received in 2019, a 24% increase from that in 2018

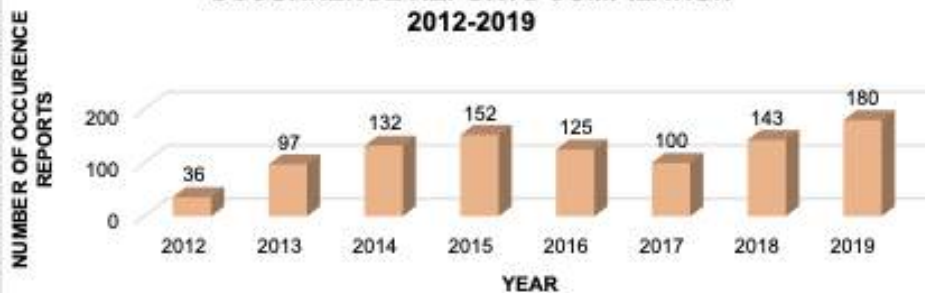
The Blackhawk fleet contributed to 76% of the reports received, and majority of it were related to ORs due to technical failures on the S70i

SUBMISSION OF ANONYMOUS REPORTS 2017-2019



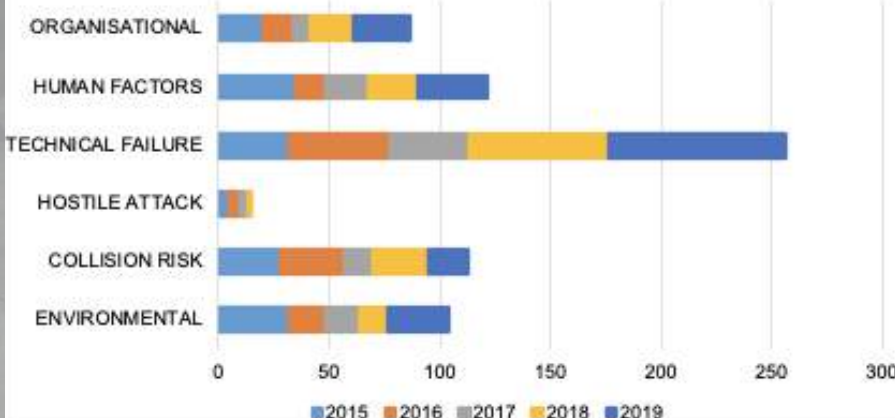
An interesting trend that has also been observed is the number of reports that have been received anonymously. The number has increased fourfold from 2018

OCCURRENCE REPORTS COMPILATION 2012-2019



As of March 2020, the Aviation Safety Cell has conducted Human Factors (HF) Training on 173 RBAirF personnel, ranging from aircrew and engineers to Air Traffic Controllers (ATC). As the number of HF Training and Flight Safety awareness increases across the varied levels of aviation spectrum, we anticipate an increase in the number of incoming OR. This is evident in the number of reports received from 2012-2019

CAUSAL FACTOR TRENDS



The trend over the past 4 years have depicted that the majority of incidents/occurrences have been caused by technical failures. However, it is worthy to note that incidences/occurrences due to Human Factors and Organisational Issues have also been on the rise. These causal factors will be the focal point of oversight for activities in 2020

AVIATION SAFETY ACTIVITIES



NO 51 SQN AND TEMD HUMAN FACTORS TRAINING
11 September 2019



15 SQN FLIGHT SAFETY DAY
10 January 2020



OCS INTAKE 18 HUMAN FACTORS TRAINING
03 October 2019



**AIRSPACE CONTROL AND EARLY WARNING
SQUADRON HUMAN FACTORS TRAINING**
15 January 2020



CO 5 WG WITH ESC AND TEMD HUMAN FACTORS TRAINING
19 February 2020



ENGINEERING SQNS FLIGHT SAFETY DAY
28 February 2020



"LOOK OUT, LISTEN OUT"

WHAT MAKES PEOPLE OPT OUT OF SUBMITTING OCCURRENCE REPORTS AND HOW CAN WE MAKE IT BETTER?



975 LT (U) AZHAR BIN HAJI MOHAMMAD MAHATHIR
PILOT 14 SQN
8 YEARS OF SERVICE

In my personal view, people are sometimes not bothered to submit an Occurrence Report because they are contemplating whether a certain occurrence should be reported or not. Also, I think what makes people choose not to submit an Occurrence Report is because it has to be done twice: physical form and online. I find it tedious.

In spite of that, I do believe OR submission can be improved by creating more awareness on the importance of submitting one.

1154 LT (U) NUR HASINAH BINTI HAJI ROSLI
ACT ENGO 54 SQN
5 YEARS OF SERVICE



Based on my observations, I believe there are 2 factors to why people opt out from reporting:

1. Understanding – People have different understanding towards ORs. They might think when there are accidents or incidents, only then it is worth for them to submit an OR. More specifically, events that actually may or may not cause an injury, not when there is a failure that can be fixed on the spot. However, there are different categories of ORs which not everyone is aware of.
2. Complacency – Usually when there is already one person always submitting OR, the rest will be complacent thinking that they do not need to do it. Furthermore, knowing that it may be difficult or a hassle for them to do it. So, they will not do it at all.

Nevertheless, OR submission can, yet, be improved – it will be great to have a refresher's course or a workshop on how to write an OR and also to explain what type of events that need to be reported as an OR. Furthermore, having a poster or a flowchart might be useful so everyone can always refer to it just in case they might need a bit of recalling.



11645 WO1 (U) HJ MOHD HANDRY BIN HJ ILMI
WOIC 55 SQN
26 YEARS OF SERVICE

To me, these are the reasons why personnel choose not to submit an OR:

1. Safety culture has not been inculcated properly.
2. Following that, improper education or awareness of its importance might also be the reason why people are unaware that safety is the responsibility of every personnel.
3. People are just lazy to do it.
4. Lack of encouragement/reward.
5. Afraid of being questioned by the higher officers especially the junior ranked personnel.

However, in my opinion, one way we can increase awareness on safety as a whole is by inserting Aviation Safety as a syllabus in leadership courses of lance corporal to sergeant so that safety will be empowered during the early years of an individual's service. All ORs should be acknowledged by all RBAirF personnel regardless their profession or vocation so that they are aware of the safety issues. Lastly, the process should be made less tedious for easier submission.

17645 SSGT (U) MOHAMMAD IKHWAN BIN AWG RAMLEE
QCI 11 SQN
15 YEARS OF SERVICE

In my opinion, I would say:

1. Fear – Some people are afraid to submit one because they fear it would affect their careers or fear of getting into trouble while others might feel embarrassed or less confident in reporting occurrences.
2. Lazy – Despite having encountered an occurrence in the work environment, some personnel might ignore the importance of submitting an Occurrence Report because they think it will not benefit them in any way and that they will not be rewarded for doing so.
3. Selfish – Some people are just plain selfish. They aim to improve only themselves by not sharing their mistakes with others and altogether omit an Occurrence Report.

Even so, OR submission can be improved by offering a reward or monthly recognition, like a certificate, to personnel who often submit ORs as a form of motivation. Also, the originators of the OR should not be fearful for submitting an OR or even owning up to their mistakes.

