



Flight Safety

AVIATION SAFETY JOURNAL

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"Look Out, Listen Out"

There are many organisations around the world which undertake dynamic, challenging operations; whether at sea, in the air, on the ground, or a combination of all three. The Royal National Lifeboat Institution (RNLI) is a 24-hour Search and Rescue service. It was set up in 1824 to save lives at sea. It covers the entire coastline of the United Kingdom, has over 4,700 operational volunteers, 238 lifeboat stations and 349 lifeboats. In 2018, it launched 8,964 times and rescued 9,412 people. It works very closely with HM Coastguard helicopters. The RNLI operation is big, complex and highly networked. Much like the RBAirF, the RNLI has a 'duty of care'; for crew members and the people it rescues. The environment tests the crews to their limit: challenging coastal terrain, extreme weather, technical ability, physiological fitness. Hazards are many and varied. The RNLI has an Incident Reporting and Investigation System, which is managed by a full time Investigation Team formed in 2016. The level of investigation required (local, area or HQ) is decided by using a Hazard Risk Matrix to assess the occurrence and give it a grading. Investigation reports include the identification of Human Factors risks and mitigations. The outcome is better crew safety and more lives saved at sea. So if you were in any doubt about why we in the RBAirF are promoting good Risk Management and encouraging Open Reporting, you now know that,

- (1) the activities are inter-related and complimentary, and
- (2) when both are done well should result in a safer operation.

ENJOY THE JOURNAL!

Lt Col (U) Rob Joly
Head Aviation Safety

NEWS AND ACTIVITIES



12 SQN FLIGHT SAFETY DAY
19 April 2019



**AVIATION SAFETY CELL INVOLVED IN THE
ROYAL BRUNEI ARMED FORCES
58TH ANNIVERSARY**
30 June 2019



**15 AND 73 SQN
HUMAN FACTORS TRAINING**
31 July 2019



**11 SQN
HUMAN FACTORS TRAINING**
17 April 2019



14 SQN FLIGHT SAFETY DAY
5 July 2019



**BOARD OF EXECUTIVES
HUMAN FACTORS TRAINING**
18 June 2019



**55 SQN
HUMAN FACTORS TRAINING**
22 May 2019

FLIGHT SAFETY CHAMPIONS



STAFF SERGEANT (U) HATRAL FAIZAL SHAIRAN BIN AWANG ABDUL HAMID
Avionics Coordinator No 51 Sqn
Flight Safety Champion (Silver Class), 2018-2019

“Staff Sergeant Hatral has contributed greatly to the corrosion prevention programme of the entire S70i fleet of aircraft in the Royal Brunei Air Force. He has demonstrated the highest standards of an engineering technician, has gone above and beyond his core duties for the greater good of the wider team, and has very significantly contributed to the safety effort. As a result, he has been awarded the status of Royal Brunei Air Force Flight Safety Champion, Silver Class.”



LIUTENANT COLONEL (U) MD WALEE
BIN HJ ROSLIE
Head of Standards and Evaluation
Flight Safety Champion (Gold Class), 2013-2014



CAPTAIN (U) MOHAMMED EISA
BIN HJ MOHAMMAD
Pilot No 11 Sqn
Flight Safety Champion (Gold Class), 2014-2015



SERGEANT (U) ABDULLAH ALIM HAMIDUDDIN
BIN BUNGSU
Crew No 11 Sqn
Flight Safety Champion (Gold Class), 2013-2014



SERGEANT (U) FARZIAH HATIKAH
BTE HJ HAZIZ
Engineer No 54 Sqn
Flight Safety Champion (Gold Class), 2013-2014



CORPORAL (U) PG TAHIRUDDIN
BIN PG HJ OSMAN
Avionics Coordinator No 51 Sqn
Flight Safety Champion (Silver Class), 2013-2014



STAFF SERGEANT (U) PG SHAहरुN
BIN PG HJ SHAMSUDIN
Engineer No 51 Sqn
Flight Safety Champion (Silver Class), 2014-2015

FLIGHT SAFETY CHAMPION

AS PART OF THE ROYAL BRUNEI AIR FORCES' INITIATIVE TO PROMOTE AND FURTHER STRENGTHEN THE AVIATION SAFETY MANAGEMENT SYSTEM, THE FLIGHT SAFETY CHAMPIONS' SCHEME WAS INTRODUCED IN 2013. IT AIMS TO PROMOTE FLIGHT SAFETY AWARENESS AND TO GIVE RECOGNITION AND ACKNOWLEDGEMENT TO OUTSTANDING AIRMEN AND AIRWOMEN, WHO HAVE MADE SIGNIFICANT CONTRIBUTIONS TO FLIGHT SAFETY.

AS OF APRIL 2019, A TOTAL OF 10 FLIGHT SAFETY CHAMPIONS HAVE BEEN AWARDED, WITH RECIPIENTS REPRESENTING BOTH THE ENGINEERING AND FLYING SPECTRUMS. THE AVIATION SAFETY CELL ASPIRES TO ENCOURAGE THIS CONTINUED EFFORT AND TO AWARD MANY MORE THAT ARE DESERVING OF THE FLIGHT SAFETY CHAMPION AWARD.





ANNUAL RBAIRF FLIGHT SAFETY DAY

Since its inception in 2014, the RBAirF Flight Safety Day is an annual event, aimed at gathering fellow aviators together to allow sharing of information and experience across all tiers within the institution on matters pertaining to Flight Safety. This years theme 'Supervision' emphasised the importance of oversight, not only within tactical squadron levels, but highlights the elaborateof responsibility that is shared throughout the entire chain of command.

Several guests from various agencies were invited to this years Annual Flight Safety Day, including representatives from the RSAF Heli Detachment and His Majesty The Sultan's Flight. Presentations 7 Flight Army Air Corps, Aerossurance Ltd. UK, and No 11 Sqn, RBAirF further deliberated on the theme, and how Supervision is practiced within their home units and establishments.



FLIGHT SAFETY POSTERS



1097 LT (U) MD HARITH BIN HJ EDIN
WINNER 2017



1ST RUNNER UP
FLIGHT SAFETY POSTER
COMPETITION 2017

2ND RUNNER UP
FLIGHT SAFETY POSTER
COMPETITION 2017



COMING SOON!

FLIGHT SAFETY POSTER COMPETITION

OPEN TO EVERYONE!!

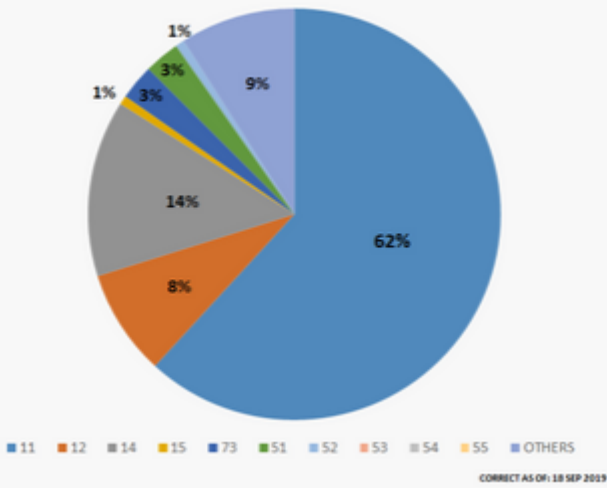
AMAZING
PRIZES
TO BE WON!

DON'T MISS YOUR
CHANCE!

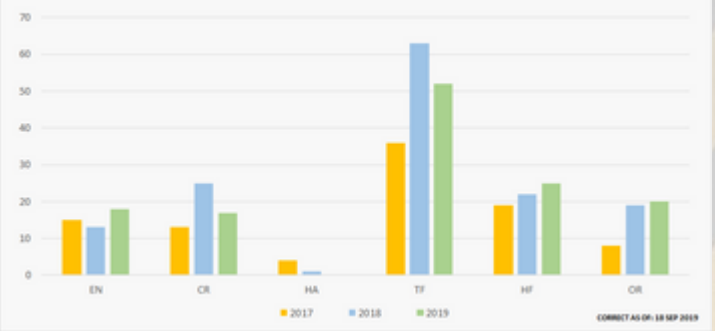


OR STATISTICS 2019

OCCURENCE REPORT STATISTICS 2019

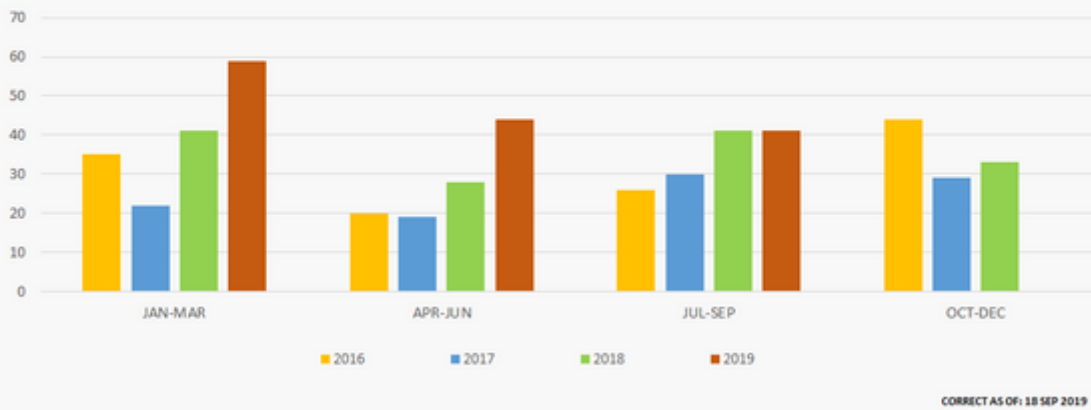


CAUSAL FACTOR COMPARISON 2017-2019



AS OF MID SEPTEMBER 2019, THE TOTAL NUMBER OF OR'S RECEIVED STANDS AT 142; REACHING ALMOST THE TOTAL AMOUNT RECEIVED IN 2018

OCCURENCE REPORTS 2016-2019
QUARTERLY NUMBERS



FORECAST OF EVENTS

SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
<p>10 September Engineers Risk-to-Life Workshops</p> <p>11 September 51 Sqn HF Training</p> <p>17 September FSWC Meeting</p>	<p>3 - 4 October FS Introduction to Air Force Officer Cadets</p> <p>8 October 73 Sqn Flight Safety Day</p> <p>23 October 11 Sqn HF Training</p>	<p>13 November TEMD HF Training</p> <p>15 November 15 Sqn Flight Safety Day</p>	<p>4 December FSSC Meeting</p> <p>12 December ATC's HF Training</p> <p>17 December FSWC Meeting</p>

FLIGHT SAFETY READ

"AVIATION AROUND THE WORLD"

15-INCH MACBOOK PRO PROHIBITED ON ALL RB FLIGHTS **August 28, 2019**

Royal Brunei Airlines (RB) said it is restricting the use of all models of 15-inch Macbook Pro on board all its flights with immediate effect. This was due to Apple's announcement on the battery for some older generation 15-inch MacBook Pro units may overheat and pose a fire safety risk, resulting in a battery recall for affected devices. The device may be permitted for use in-flight if guests provide proof of verification that the device is not an affected model of the Macbook Pro Battery Recall Programme through a purchase receipt outside the period of affected models, proof of replacement batteries or a screenshot from Apple's dedicated support site showing the laptop is not under the affected serial number range. Affected models were sold between September 2015 and February 2017. Guests with a 15-inch Macbook Pro laptop that do not have a proof of verification can only carry the device as cabin baggage (hand-carry). The device must be turned off, protected from accidental activation (disabling any features that may turn it on) and charging the laptop in-flight is prohibited. Guests are also advised to inform cabin crew immediately if their device is damaged, hot, produces smoke, is lost or falls into the seat structure. RB guests on connecting flights are reminded to check their interline and airlines' regulations on the carriage of affected Macbook Pro laptops on other airlines. This safety notice will remain in force unless revoked or suspended by the Director of Civil Aviation.

KLM ACCIDENTALLY GIVES SPACE CAKES TO PASSENGERS IN MOST RELAXED FLIGHT EVER **August 24, 2019**

KLM accidentally gave Space Cakes to its passengers in a bizarre incident. On the flight KL420 from Amsterdam to San Francisco, catering services mistook the marijuana filled cakes for normal cakes, a mistake easily made in Amsterdam. Most passengers on the flight fell asleep with others reported to be very hungry, finishing all the meals including those meant for the return flight. The flight was delayed for just 30 minutes. It took some time to get the landing clearance because the pilots couldn't stop laughing.

RUSSIA: PLANE CRASH-LANDS AFTER HITTING FLOCK OF BIRDS **August 15, 2019**

A Ural Airlines plane carrying over 200 people managed to land in a cornfield near a Moscow airport after a flock of birds hit the plane's engines. The pilot and crew have been hailed as heroes for saving the passengers. A passenger plane was forced to make an emergency landing on Thursday after colliding with a flock of birds shortly after taking off from Moscow's Zhukovsky Airport. The Ural Airlines flight was en route to Simferopol in Crimea when a flock of gulls hit both engines on the Airbus A321, causing them to malfunction, the Rosaviatsia air transport agency said in a statement. The pilots managed to land the plane in a cornfield around 1 kilometer away from the runway. The jet was carrying 226 passengers and a crew of seven, all of whom were able to be evacuated using inflatable ramps. At least 23 people were injured and have been taken to the hospital, Russian health authorities said. The majority of them have since been released.

SIKORSKY S76 C + AIRCRAFT, REGISTRATION EC-JES, SUFFERED AN INCIDENT **July 26, 2019**

The SIKORSKY S76 C + aircraft, registration EC-JES, suffered an incident by inadvertently descending by the crew, to an altitude of 50 ft above sea level, during the performance of a training flight and verification on the estuary of Vigo. The helicopter had taken off from Vigo airport, with pilot, co-pilot, rescuer, crane operator and on-board instructor. In addition to training, during the flight, the crane operator and rescuer online validation would proceed. For this, a rescue would be carried out near a cliff. When the helicopter was descending towards 500 ft of altitude, positioning itself for the start of the training, the crew realized that the aircraft was descending to a high regime and only 50 ft above the sea, being forced to perform a sudden maneuver that let the helicopter go on an ascent regime by reversing the descent regime it was in. The occupants were unharmed and the aircraft undamaged.

"LOOK OUT, LISTEN OUT"

THREE THINGS THAT CAUSE ERROR IN DAILY OPERATION



A219 MAJ (RTD) HAJI KAMALUDIN BIN HAJI APONG
HEAD OF SECTION MIT BLACKHAWK S70i
32 YEARS SERVICE

"In my personal view, 3 things that can cause errors are:-

- 1. Complacency - People tend to be complacent due to repetition of work, leading to overconfidence. In working environment, this may lead to things such as not referring to appropriate manual.*
- 2. Equipment - Equipment need to be properly maintained, pre-use checks need to be carried out prior to usage. Users need to understand how to operate the equipment. Equipment used without proper handling may cause injuries to the user or others.*
- 3. Reference Document - We need to understand what we are trying to do. Most of the time, technical manual need to be referred when doing the task for proper procedure but sometimes the manual are outdated. Outdated manual could also cause an incident/error if there are suppose to be some updates to the procedure."*

832 CPT (U) ASMA AHMAD FASRISULAMIN BIN HAJI MOHD SULTAN
CRS PILOT/FCO 12 SQN
11 YEARS SERVICE

"From my experience, I would simply say,

- 1. Fatigue - In aviation world, fatigue is really dangerous. It is quite difficult to notice when someone is fatigued. Fatigue could lead to many other human errors.*
- 2. Authoriser - Authorisers need to understand what they are authorising, whether it will affect the condition of the air crew, weather, aircraft or the operation, etc.*
- 3. Checklists - Missing out some part of the checklist could possibly lead to another problem. Basically it's like not following the assigned standard of procedure."*



1083 LT (U) MUHAMMAD NAZMI BIN DATO PADUKA HAJI MOHD SHAHMINAN
LCR CO PILOT 14 SQN
6 YEARS SERVICE

"In my opinion,

- 1. Distraction - Nowadays, there are more secondary tasks compared to primary tasks There are times when most of the tasks coincide and need to be completed urgent. Uncompleted secondary tasks added with other personal matters may affect performance/awareness when flying.*
- 2. Complacency - When assigned to tasks that are becoming too routine, personnel may treat things lightly and this may affect their situational awareness that could lead to a flight safety issue.*
- 3. Pressure - May it be self-induced or from the organisation, feeling pressured to complete the tasks in the shortest time may also lead to personnel into taking shortcuts in procedures such as pre-flight checks. This could lead to overlooking & missing small details but might lead to an incident."*

13805 WO2 (U) ALI AZRIN BIN HAJI JAMUDIN
WOIC HELI MAINTENANCE 52 SQN
21 YEARS SERVICE

"Based on our work environment, I would say,

- 1. Time Pressure - Time management is very important to reduce error. At times, when someone is being pressured, some tiny things required in the checklist could be missed out which may lead to problems or errors.*
- 2. Lack of Knowledge - Knowledge is Power. We are in the industrial 4.1 where most job is knowledge-based and have it system, experience may be important but knowledge is a lot more. With knowledge, you will understand more on how those things actually work but with experience you only understand based on your own judgment.*
- 3. Complacency - Some people may have been work in their post for quite a while. Some of the procedure might have become a norm to the person. After time, the person will tend to become complacent in doing his/her job and not doing to job properly."*

