

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 3 : AVIATION SAFETY AND
AIR NAVIGATION**

**PROMOTING SAFETY CULTURE
WITH SAFETY REPORTING SYSTEM**

(Presented by Republic of Korea)

INFORMATION PAPER

SUMMARY

The quality of safety data is the basis for effective implementation of the State Safety Programme. And quality safety data is possible to collect only within a mature and positive safety culture.

The Republic of Korea is collecting safety data through various sources. One of the most important safety data could be safety reports. ROK is continuously trying to promote safety culture to have a successful reporting system in place. This information paper is to share the experience of ROK in promoting safety culture with safety reporting systems and to propose to share experiences among the Member States in the region.

PROMOTING SAFETY CULTURE WITH SAFETY REPORTING SYSTEM

1. INTRODUCTION

1.1 The quality of safety data is the basis for effective implementation of the State Safety Programme (SSP). And quality safety data is possible to collect only within mature and positive safety culture.

1.2 The Republic of Korea (ROK) is collecting safety data through various sources. One of the most important safety data could be safety reports. According to the *Annex 19 - Safety Management*, ROK has implemented its incident reporting system since 2000's. And the ROK is continuously trying to promote safety culture to have a successful reporting system in place. This information paper is to share the experience of ROK in promoting safety culture with safety reporting systems.

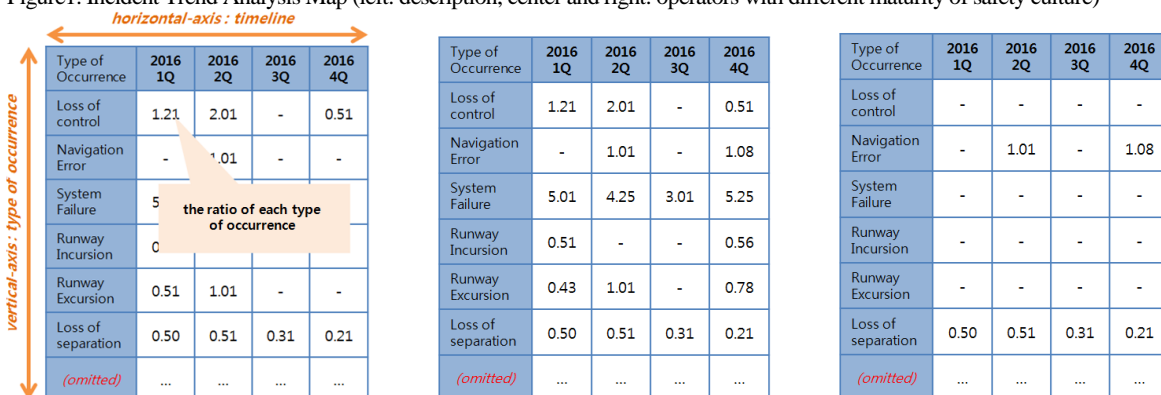
2. DISCUSSION

2.1 ROK has established its incident reporting system since 2006 that includes mandatory reporting system to collect important safety issues and voluntary reporting system for any other safety issues.

2.2 The mandatory incident reporting system of ROK requires service provider and airmen to report thirty-nine different reporting items. As the traffic volume grows and reporting culture is getting mature, the number of reports collected through the mandatory reporting system is continuously increasing. The collected reports are analyzed by the Korea Office of Civil Aviation (KOCA) and the analysis results are stored, using standardized taxonomy recommended by the ICAO.

2.3 To monitor the trend of operation safety of each air operator, KOCA has developed a table named 'Incident Trend Analysis Map' as in the map on the left in Figure 1. The vertical-axis is for types of occurrence and the horizontal-axis is for the timeline. The ratio of each type of occurrence during each time period is indicated on the map. Initially, this tool was used just as a reference for safety inspectors during surveillance activities.

Figure1. Incident Trend Analysis Map (left: description, center and right: operators with different maturity of safety culture)



2.4 However, KOCA has found that, even for the items subject to mandatory reporting, air operators were reporting limited types of occurrences, regardless of type of aircraft, weather condition or traffic volume. Through reviewing the analysis results and comparing with the reports of the other operators, KOCA is on the view that the map also lets us know the maturity of the safety culture of the air operator. The maps in the center and on the right of Figure 1 display the exemplary cases. The air operator of in the center is well aware of the reporting system and encourages its employees to participate actively in safety reporting while the air operator on the right is not.

2.5 Recently, KOCA has used this map as one of the tools for assessing the maturity of Safety Management System (SMS) for its air operators. Safety recommendations regarding promotion of safety reporting are issued to air operators which are assessed to be premature. KOCA is further developing this map for better utilization.

2.6 ROK is working on several more items to improve national and organizational safety culture. To improve the national safety culture, ROK is drafting an amendment of enforcement policy which includes safety reporting environment under 'Just Culture'. It is aimed to fully comply with the first amendment of Annex 19 – Safety Management, which will be applicable in November 2019. In addition, to improve organizational safety culture of the service providers, KOCA has recently developed a guidance material on improving safety culture for its air operators. A Checklist for self-assessment, activities for safety culture improvement, etc. are included in the guidance material. KOCA has distributed this guidance material to its service providers and is cooperating with them to implement this tool.

2.7 Safety culture is not something that a State/Organization can buy in a short period of time. It is something that is developed over time and has to be maintained continuously. In this regard, ROK suggests Regional Member States to cooperate continuously on improving the safety culture in the Asia-Pacific Region.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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