

## **SAFETY INFORMATION 12/2022**

15 August 2022



### ***PROACTIVE SAFETY MANAGEMENT BY FLYING SCHOOLS***

#### **Purpose:**

This SI serves to alert flying schools across Malaysia to be proactive in their Safety Management as there have been four serious incidents and an accident involving training schools in the past eight months.

#### **Background:**

There were four runway excursions which happened during training flights, three of which were student solo training flights and a fatal accident during a recency check flight.

#### **Discussion:**

Safety management in the aviation industry is a combination of two perspectives, proactive and reactive.

##### a) Reactive Safety Management

The reactive safety management approach is useful when dealing with technological failures, or unusual events. It is generally described by the following characteristics:

1. The focus is on compliance with the minimum safety requirements;
2. The level of safety is based on reported safety occurrences, with its inherent limitations, such as an examination of actual failures only; insufficiency of data to determine safety trends; insufficiency of insight regarding the chain of causal and contributory events; the existence and role of latent unsafe conditions.

##### b) Proactive Safety Management

The proactive approach to safety management, however, mitigates safety risks before they result in aviation accidents and incidents. Some of the components of a proactive safety management strategy may include the following components:

1. Unambiguous safety policy ensuring the senior management commitment to safety;
2. Hazard identification and risk assessment using effective risk assessment methods;
3. Safety reporting systems used to collect, analyse and share operational safety-related data;
4. Competent investigation of safety occurrences with the sole purpose of identifying systemic safety deficiencies;

5. Safety monitoring and safety audits aimed to assess safety performance and eliminate problem areas;
6. Dedicated safety training for personnel
7. Safety lesson dissemination and sharing of best practices among operators and service providers;
8. Building a safety culture that fosters good safety practices and encourages safety reporting in a non-punitive environment

Integrated use of all these components will increase a system's resistance to unsafe acts and conditions.

**Recommended Action:**

Flying schools are strongly advised to proactively, through their Safety Management System identify and mitigate the potential hazards and risks to their operations.

For further information, kindly refer to the following documents:

[CAD 19 Safety Management System](#)

[CAGM 1902 Safety Management System](#)

[ICAO Doc 9859 Safety Management Manual](#)



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