WELCOME

Achieving an Effective SSP/SMS

ICAO Asia Pacific Safety Management Seminar 2025

3-5 February 2025 Bangkok, Thailand and online

Brought to you by over 20 organizations

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FLIGHT SAFETY FOUNDATION

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"Addressing Annex 19 Implementation Challenges and Promoting a Positive Safety Culture Together!"

MASTER OF CEREMONIES

MITCH FOX

Director, Asia Pacific Centre for Aviation Safety

Flight Safety Foundation

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Speaker

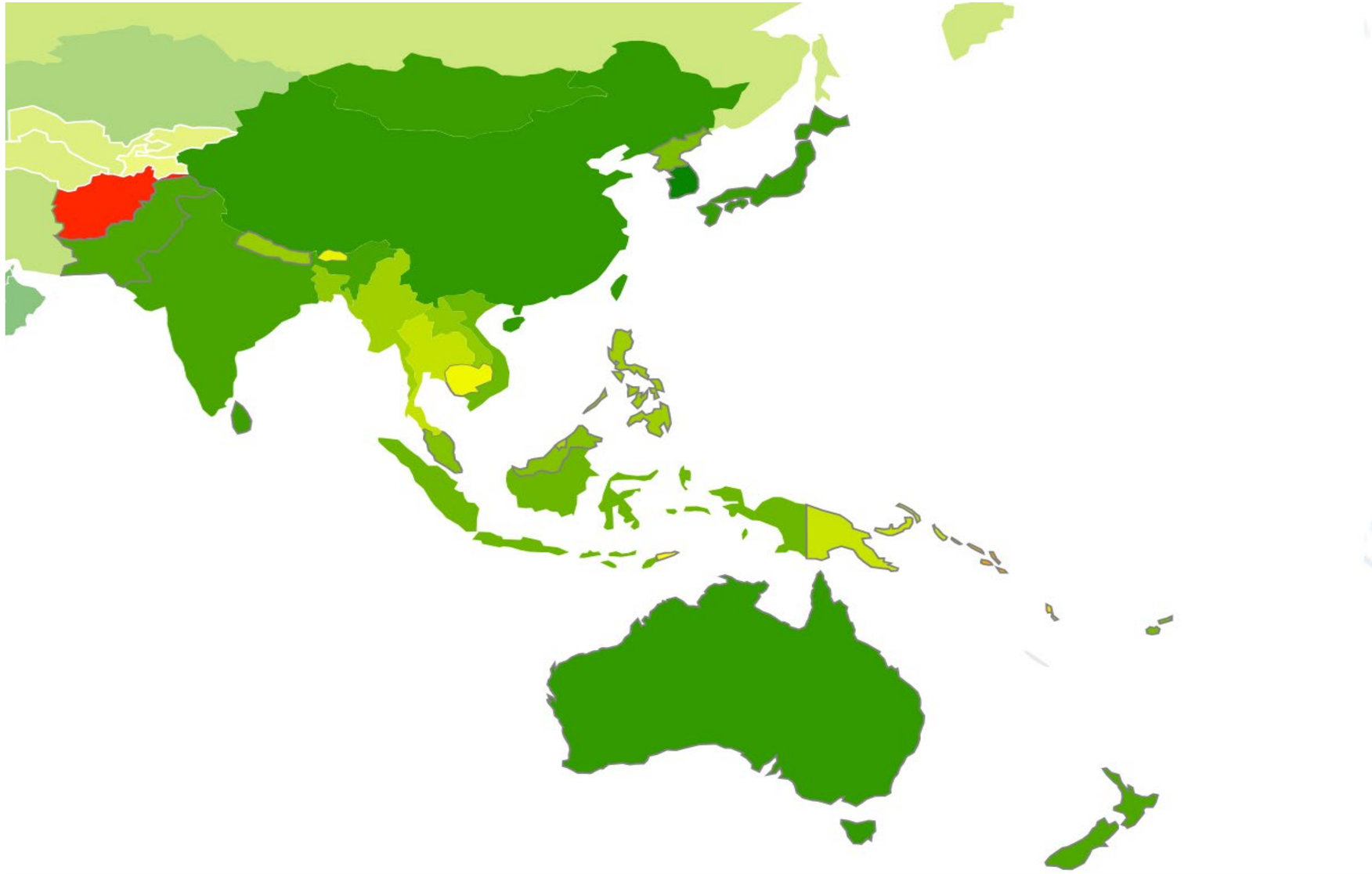
Revisiting APAC’s Achievements challenges

Session 2 Opening

Susantha De Silva

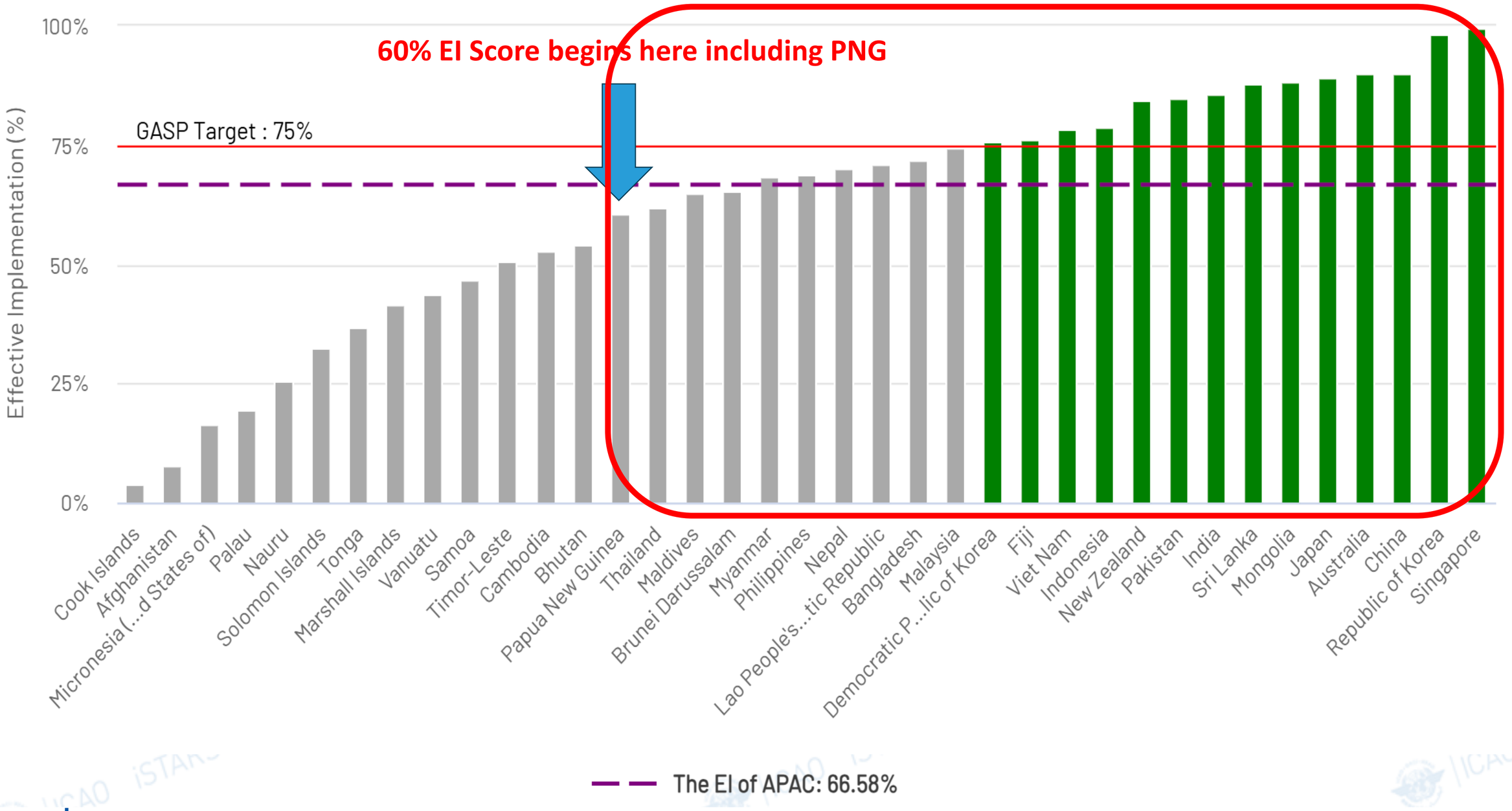
ICAO Asia Pacific Office

ICAO



Asia and Pacific APAC Region in colour code based on EI score

USOAP Audit Results



Annex 19 Gap Analysis

Level 0

SSP Implementation Not Started

- Bangladesh
- DPRK
- Lao PDR

Level 1-

Implementation Started

- Mongolia
- Fiji
- Myanmar
- Thailand

Level 2

SSP Implementation Present

- China
- Japan
- Brunei
- **Bhutan**

State Safety Programme (SSP) Implementation

Nummer of Qualified States is 24 and based on the GAP Analysis Questions L- 0 states are

Annex 19 Gap Analysis Ctd.

Level 3 Present and xxx	Level 4- Completed	SSPIA completed
Pakistan	Australia	
Indonesia	India	Australia
Malaysia	ROK	
Nepal	Singapore	Singapore
The Philippines	Sri Lanka	
PNG	Viet Nam	

State Safety Programme (SSP) Implementation

Nummer of Qualified States is 24 and based on the GAP Analysis Questions L- 0 states are

Agenda 2

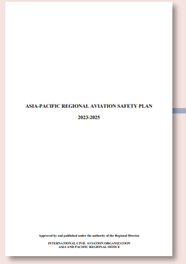
Revisit APAC's Challenge

Voice of Members

“This is beyond a Seminar …”

CHAMPION

[ICAO Asia Pacific Regional Aviation Safety Plan]



1. **Objective :** Promote SSP/SMS implementation in APAC
2. **“X” factor:** Build a community of SM professionals, promote collaboration & info sharing.

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AP-RASP A.III.1

Support the robust implementation & continuous improvement of SMS & SSP

Voice of Members

“This is beyond a Seminar …”

CHAMPION

ICAO
Asia Pacific
Regional Aviation
Safety Plan

3. Membership :

- States/Administrations: 16 (3 PSID+1 ANSP)

  [AU, BD, FJ, HKC, IN, JP, KH, ROK, MY, PG, PH, PK, SG, TO, TH, US]

- Organisations: 10

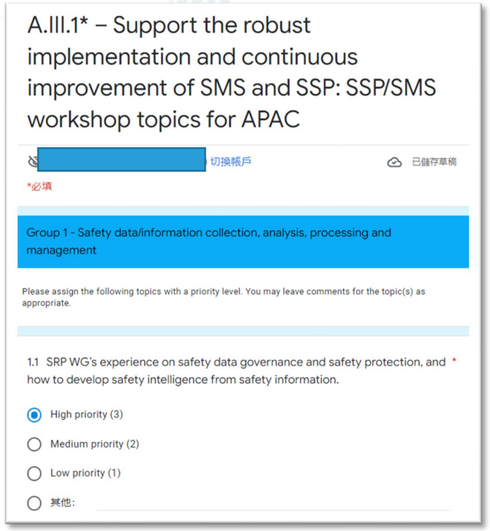
  [Aerothai, ACI, CANSO, EASA, FSF, UKCAAi, ICAO (RO+ Pacific Liaison), COSCAP, Airbus, Boeing]

How Agenda 2 begins …

What does APAC Need ?

Survey conducted on States/Administrations

- **2021 :** ICAO Annex 19 survey
- **2022 : Action Group** analyzed ICAO results - > launched survey on seminar topics in **APRAST**


A.III.1* – Support the robust implementation and continuous improvement of SMS and SSP: SSP/SMS workshop topics for APAC

[redacted] 切換帳戶 已儲存草稿

*必填

Group 1 - Safety data/information collection, analysis, processing and management

Please assign the following topics with a priority level. You may leave comments for the topic(s) as appropriate.

1.1 SRP WG's experience on safety data governance and safety protection, and how to develop safety intelligence from safety information. *

- High priority (3)
- Medium priority (2)
- Low priority (1)
- 其他:

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Group 1 topics

Safety data/information analysis & management

1) *Safety data governance/protection, and how to develop safety intelligence* – **14 out of 15**

2) *Safety risk–based surveillance (SRBS)* – only **7** indicated inspectors understand

3) *Establishment of SPT & monitoring State safety performance* - “High” challenge rating

4) *Amendment of legislations for safety data/safety information protection* - **9 out of 15**

5) *Establishment of Safety Indicators and respective target settings for airports* - *Suggest* Aerodrome and CAAs to share SPI settings (e.g. birdstrikes)

6) *Difference between compliance-based, performance-based and risk-based surveillance*

Other topics

Group 2 -“Regulatory related”

1) *Establishment of SMS requirements for certain sectors –* AMOs **(11);** CAT **(10);** IGA **(10)**

Group 3 -“Other topics”

1) *ICAO SSPIA Workshop*
2) *SSP awareness training for Executives/Senior Management of CAAs*
3) *Engagement with PSID Pacific Small Island Developing States (PSIDS)*

Across Agenda 1-3 …

- **Scope :** Three birds *(SSP/SMS; ANSPs' Safety Contributions; Safety Culture)*
- **Audience :** CAAs , ANSPs, airlines, aerodromes etc
- **Partnership : SEI A.IV.1 Group** *(SPI)* **+ FSF** *(Safety Culture)*

Seminar Organising Committee

Special Thanks :

- Project Management : **Yamani (HKC), Claire (UKCAAi)**
- Co-Chairs : **Dr Maneesh(IN), Rahul (IN), Nelsie (PH)**
- Lead/Safety Culture Programe : **Sarbphreet (US FAA)**
- Lead/ANSP Safety : **Shayne (US ATO)**
- Lead/Survey Group : **Sohyun (ROK), Sarbphreet (US FAA), Shayne (US FAA)**
- Lead/Moderator Group : **Mitch (FSF)**
- Host : **Anam (ICAO), Mitch (FSF / ZOOM / Polling Host)**
- Lunch Sponsor : **Namwan (TH)**
- Coffee Sponsor : **Wan (Aerothai)**
- Visual Graphics : **Namwan (TH)**
- Others : **Leslie (SG), Moderators, Speakers, all Members**

Questions/ Volunteers

sso@cad.gov.hk

Thank You

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SESSION 2 | Enablers of flexible culture and risk -based surveillance

Mr. Michael Burgess

Manager Safety Systems

Civil Aviation Safety Authority

Moderator

Mr. Joohyun Ahn

Research Engineer

Korea Aviation Safety Data Analysis Center

Mr. Ruiyi Ang

Principal Manager (Safety Assurance)

Civil Aviation Authority of Singapore

Mr. John Thomson

Senior Technical Advisor – Safety Management

UK Civil Aviation Authority International

Annex 19 Challenges: Safety information collection, analysis and management

Safety Risk Based Surveillance(SRBS) Implementation in ROK

Mr. Joohyun AHN

Research Engineer

Korea Aviation Safety Data Analysis Center

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Safety Risk Based Surveillance(SRBS) Paradigm : ROK

***K-RION**: **K**orea **- RI**sk based **O**versight **N**etwork

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K-RION Operational Flow

K-RION(Korea - RIsk based Oversight Network)

* **K-SAS** : Safety Assurance System (for Government)
* **K-WebOPSS**: Web-based Operation Safety System (for Air Operators)

항공안전감독정보시스템
Korea-SafetyAssuranceSystem

- Inspection and Surveillance
- Air Operator Certificate(AOC)
- Approval and authorization

Surveillance Findings
Approval and authorization results

Implementation Action Results
Safety management performance

K-WebOPSS

- Management
  SMS & Safety Performance
- Corrective actions
- Operational Information
  (OpSpecs, Doc, etc)

Safety Activity
Information

Vulnerable areas
Priorities for Surveillance
Risk-based supervision plan

National Statistics
& Safety Information

Operational Info.

항공안전정보네트워크
Aviation Safety Information Network

- Risk analysis & assessment
- Risk Profile
- Statistics/Data management

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Internal/External Coordination

Air Operators

State Surveillance Authority

- ASI
- MOLIT Check Airman
- MOLIT Officer

Analysis result
Operation Info

National Sys & Public data

- Integrated Aviation Safety Information System
- Others
  (e.g., national statistics)

Analysis Result
Collected Data

KIAST Analysis agency/institute

- Data analysis
  & Data Base management
- Support Safety Management

Findings
Risk Assessment

Safety Data

Collected and Used Safety Data for SRBS

Aviation Safety Data(10 Types)

Safety Data used for improving aviation safety(National Safety Activities, Surveillance, etc)

Safety Performance Monitoring (Monthly/Quarterly/Yearly)	Risk Assessment (Monthly/Yearly)	Risk Profile (Monthly/Quarterly)	Establish Surveillance Plan (Monthly/Yearly)

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Key Function of K-RION

Surveillance Plan	Establish Monthly / Yearly Plan (Differentiated Score application by data type & vulnerability area)	Prompt Response of Safety Findings) Risk prediction accuracy ↑
Performance monitoring & Support SMS	SMS Platform for Air Operator Safety Performance Management by SSP	SSP, SPI & Support Air Operator SMS
Utilization of Data	Database creation of collected, analyzed data	Diverse Analysis & Utilization of Collected Data
Utilized as Workflow system	Safety activities & authorization task processing	Reducing Workload for Data Generation, Inspector & Air Operator
Air Operator Profile	Automatic DB conversion forms	Easy upload for air operator Enhancement of data analysis

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Impact of SRBS Implementation

Targeted Inspections by Risk Identification

	Legacy Surveillance	SRBS in ROK(2020-)
Area	Simple distinction between operations and airworthiness	• Segmentation of vulnerable areas - 6 Systems - 22 Sub-system - 73 Element(Include Check list) Tracking
Data & Assessment	Risk assessment at the checklist level	• Risk assessment by Sys/Sub-Sys/Element - Scope expansion or localization based on the data • Classify Safety attributes & Cause of Findings • Additional utilization of Risk profile
Tools (Check List)	Uniform application of all checklists for all airlines (e.g., once every quarter, twice a year)	• Segmentation of checklists by area - Design / Performance Assessment • Identification of vulnerable areas thru **Risk, Hazard, Findings** analysis

✓ Systematic tracking & Identification of vulnerable areas

✓ Adjustment of risk assessment scope based on data levels

✓ Dynamic checklist by Area /Type/ Risk

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Future Plans

Advanced Data Analysis with AI and Emerging Technologies

Automated Initial Classification (Causes & Risk Factors)

As-Is

- Time-consuming data classification and analysis
- Inconsistent analysis due to subjective judgment

To-Be

- **Text Classification Techniques :**

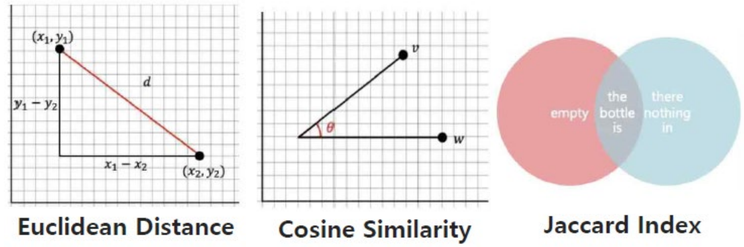
✓ Automated Initial Classification of Events

Recommended Vulnerable Areas and Mitigation Measures

- **RAG**(Retrieval-Augmented Generation)

✓ Effective Mitigation Based on Past Risk Factors & Outcomes

Presenting Relevant Historical Data



- **Text similarity analysis technology**

✓ Leveraging Past Data for Safety Oversight and Analysis

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Reducing Risk through Sensible Surveillance

Ruiyi ANG

Principal Manager (Safety Assurance)

Civil Aviation Authority of Singapore

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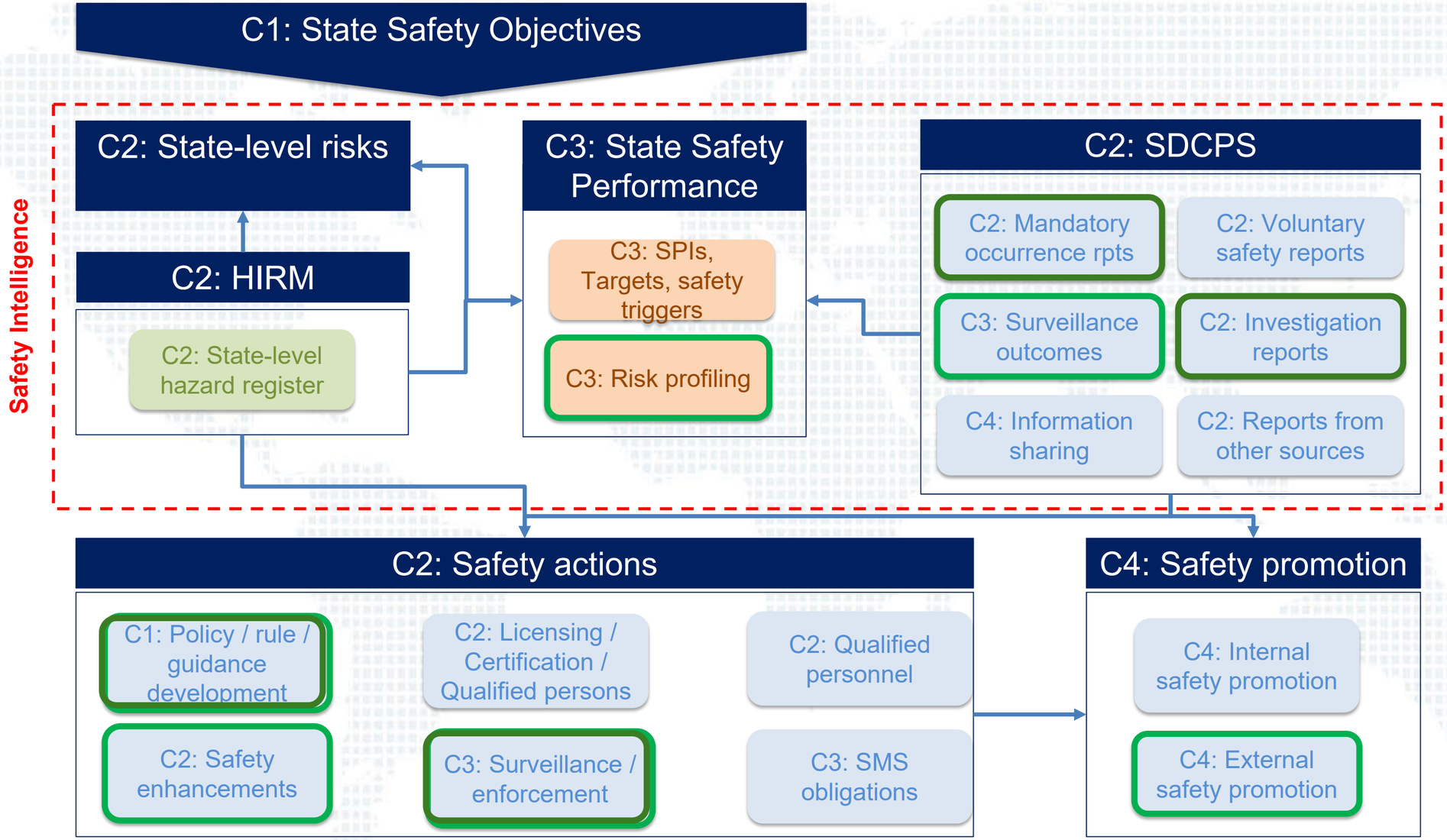
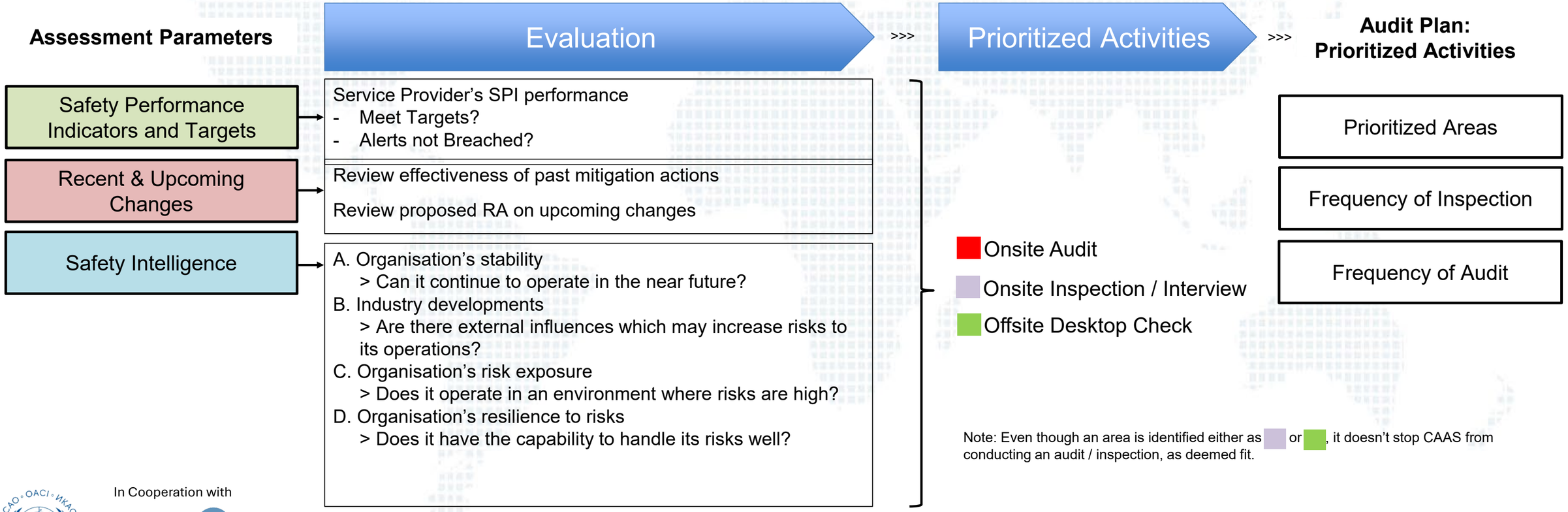
Safety Intelligence within SSP Framework



Risk-based Approach to Surveillance Activities

- Identifying and collecting data for all relevant risk parameters;
- Conducting a periodic review; and
- Prioritising the number / order of inspections and audits, for the key areas of concern/topics selected



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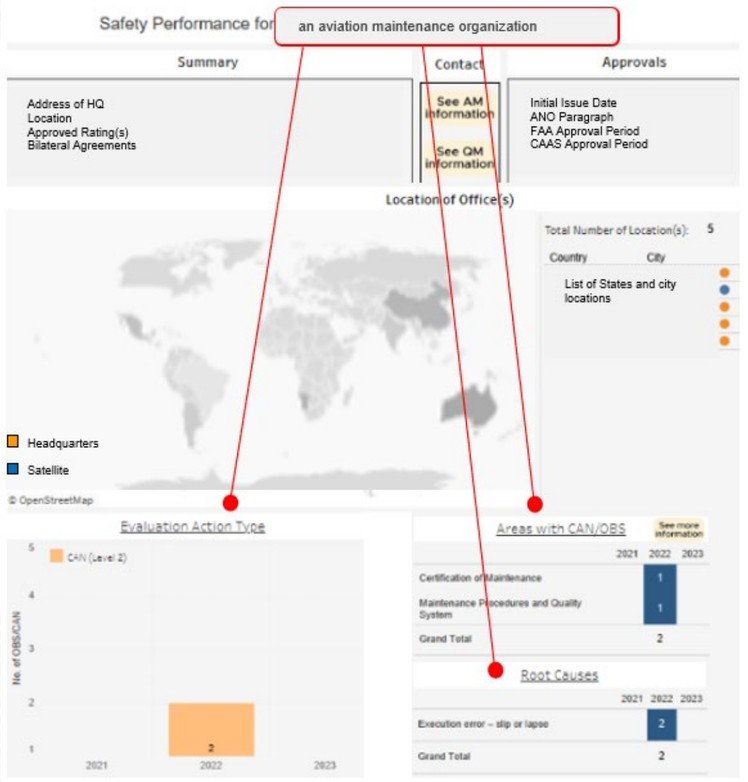
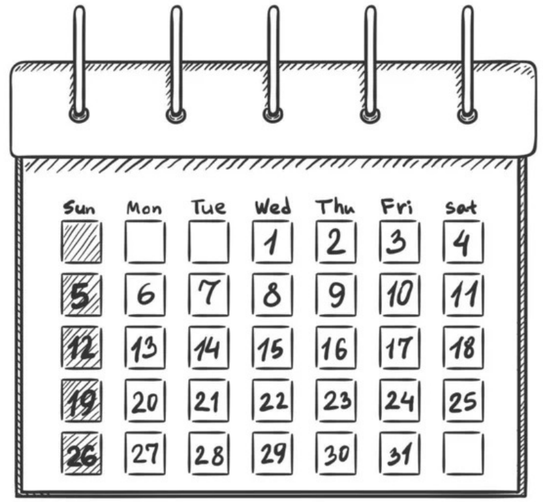
Using data to assess risk of organisations under our regulatory oversight

Organisations are **scored/tiered against a set of categories and factors** e.g. organisation scope and strategy, track record of compliance SMS maturity

Tiering can be **manually adjusted by inspectors** based on their own assessment (with justification for the upgrade / downgrade), and reviewed by supervisors



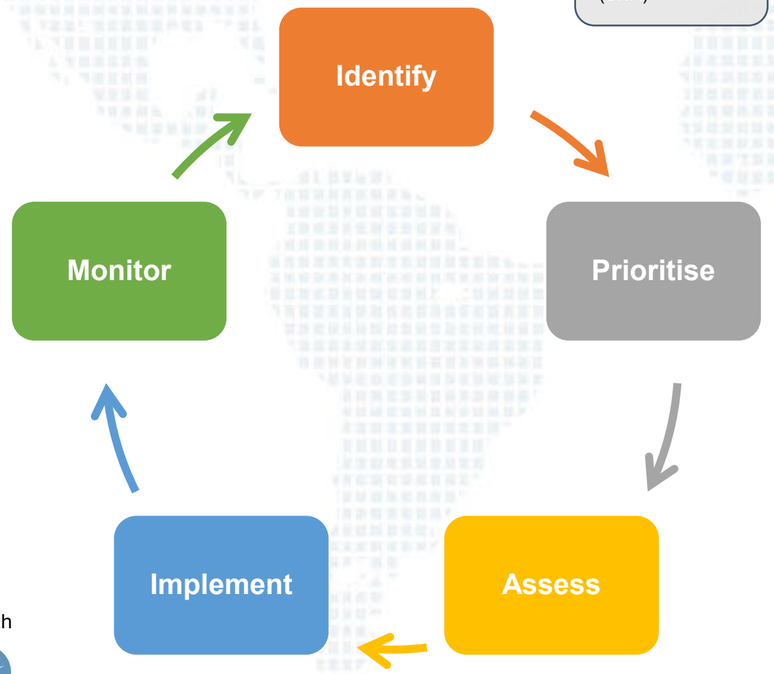
Data obtained about the organisations allow us to tier them according to their **risk profile**, based on various aspects of the organisations and the type of their operations / activities



- **Calibrated frequency and focus area** for audit / surveillance based on risk profile
- **Heightened situation awareness** of regulated entities' risk profile individually and sector-wide

Decision-Making and Safety Actions

- Risk Working Group (RWG) identifies and addresses upstream, current and emerging safety issues
  - Cross domain expertise for holistic risk assessment and mitigation development
- Assessment and scoring of safety issues to prioritise and focus efforts
  - Severity, likelihood, timeframe and extent of impact (domains affected)



Identify safety issues

- Sources include:
  - Divisions
  - Safety Performance Dashboard
  - Investigation reports
  - Publications
  - International meetings/ engagements
  - Voluntary Reporting
- Issues are logged into the State Hazard Register (SHR)

Prioritisation

- Assess and prioritise issues
- Scoring criteria – severity, likelihood, timeframe, extent of impact

Determine Safety Actions and Impact

- Assess risk level of top 3 issues, and conduct safety risk mitigation exercise if deemed not acceptable
- Log identified mitigations (for implementation) into the SHR

Implement Safety Actions

- Work with respective Division on the implementation of newly identified mitigations for top issues
- Once implemented, review and update Risk Index

Monitor

- Review SHR (with RWG inputs) quarterly

Areas of consideration	Scoring [A]		Risk Score, Sum of [A]
Severity *Extent of harm that might reasonable be expected to occur as a consequence or outcome of the identified hazard (based on next credible consequence)*	• 5 Catastrophic • 4 Major • 3 Moderate • 2 Minor • 1 Insignificant	5 4 3 2 1	**[Score]** (Max 18, Min 4)
Likelihood *Likelihood that a safety consequence or outcome will occur (based on next credible consequence)*	• E Certain/ Frequent • D Likely/ Occasional • C Possible/ Remote • B Unlikely/ Improbable • A Exceptional/ Impossible	5 4 3 2 1	
Timeframe *Time period during which a hazard and its next credible consequence may impact operations*	• Now • < 1 year • 1-5 years • > 5 years	4 3 2 1	
Extent of impact *Sectors that would have a safety impact from the next credible consequence*	• Industry-wide • Multi-sector • Single sector • Single org	4 3 2 1	

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Informed Culture: Sharing back with industry for accountability

Topics at CAAS stakeholder engagement platforms e.g. Safety Series seminars may include the following specific information and analysis:

- **Consolidated/deidentified audit finding categories**
  Top categories based on percentage of audit findings each year, and typical findings/examples
- **Industry challenges**
  Based on finding categories but also from horizon scanning
- **Recent noteworthy incidents**
  relevant to top finding categories
- **CAAS Audit focus for next time period**

Enablers of Flexible Culture

Mr. John THOMSON

Senior Technical Advisor – Safety Management

UK Civil Aviation Authority International

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We all understand that our organisations need to be flexible, and to use the safety data and information we hold to greater effect, enabling better decisions.

But how do we use it?

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Before we start, let's remind ourselves about Informed and Flexible cultures.

In aviation, a **flexible culture** refers to an organisational mindset and approach that emphasises adaptability, open communication, and a willingness to adjust procedures or behaviours in response to changing circumstances, new information, or unforeseen challenges.

To be flexible you need to be informed.

and stretch!

An **informed culture** focuses on ensuring that all areas within an organisation have access to accurate, timely, and relevant information to make well-informed decisions. This type of culture ensures that data related to safety, risks, performance, and operational activities is effectively shared across all levels of the organisation.

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One example of how safety data and safety information has been used by the UK CAA relates to a shortage of technical personnel in our continuing airworthiness department.

Situation

Post the United Kingdom's withdrawal from the European Union, the number of overseas Part 145 Service Providers requiring oversight would increase significantly. The UK CAA needed to recruit new Airworthiness personnel. However, amongst the backdrop of global shortages in qualified technical personnel and an industry still recovering from Covid-19 we were unable to recruit the numbers we needed to meet the requirement.

Task

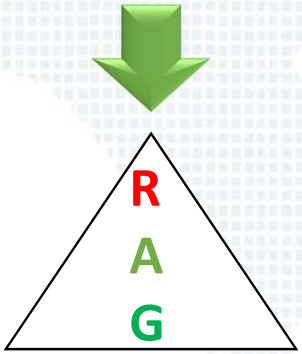
With a significant shortfall in available resource, re-evaluate our oversight programme to ensure all in scope service providers can be overseen with the available resource while maintaining or improving safety margins.

Action

Using our Performance and Risk Based Oversight Approach we reassessed the oversight plan and results, amending our choices to extend, maintain or decrease the oversight cycle for each service provider where we deemed it appropriate and safe to do so.

Here's how we did it…

Complexity
(org size/shape/scope)



With each level of complexity comes a set of standard oversight hours for each banding.

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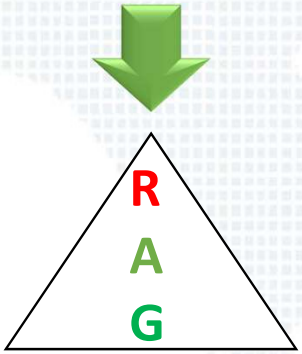
Complexity
(org size/shape/scope)



Operational Specifics

Additional hours are added based on their operational specifics.

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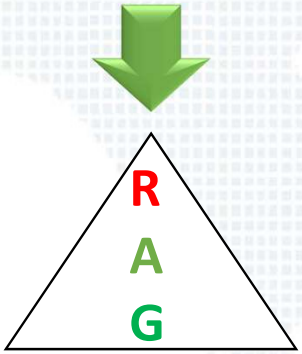
Complexity
(org size/shape/scope)



Operational Specifics

Baseline Hours

Together these are the baseline oversight hours

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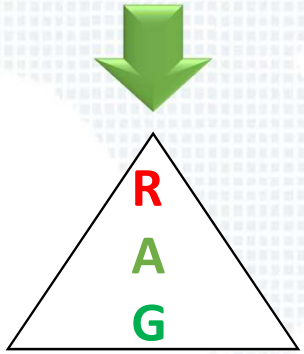
Complexity
(org size/shape/scope)



Operational Specifics

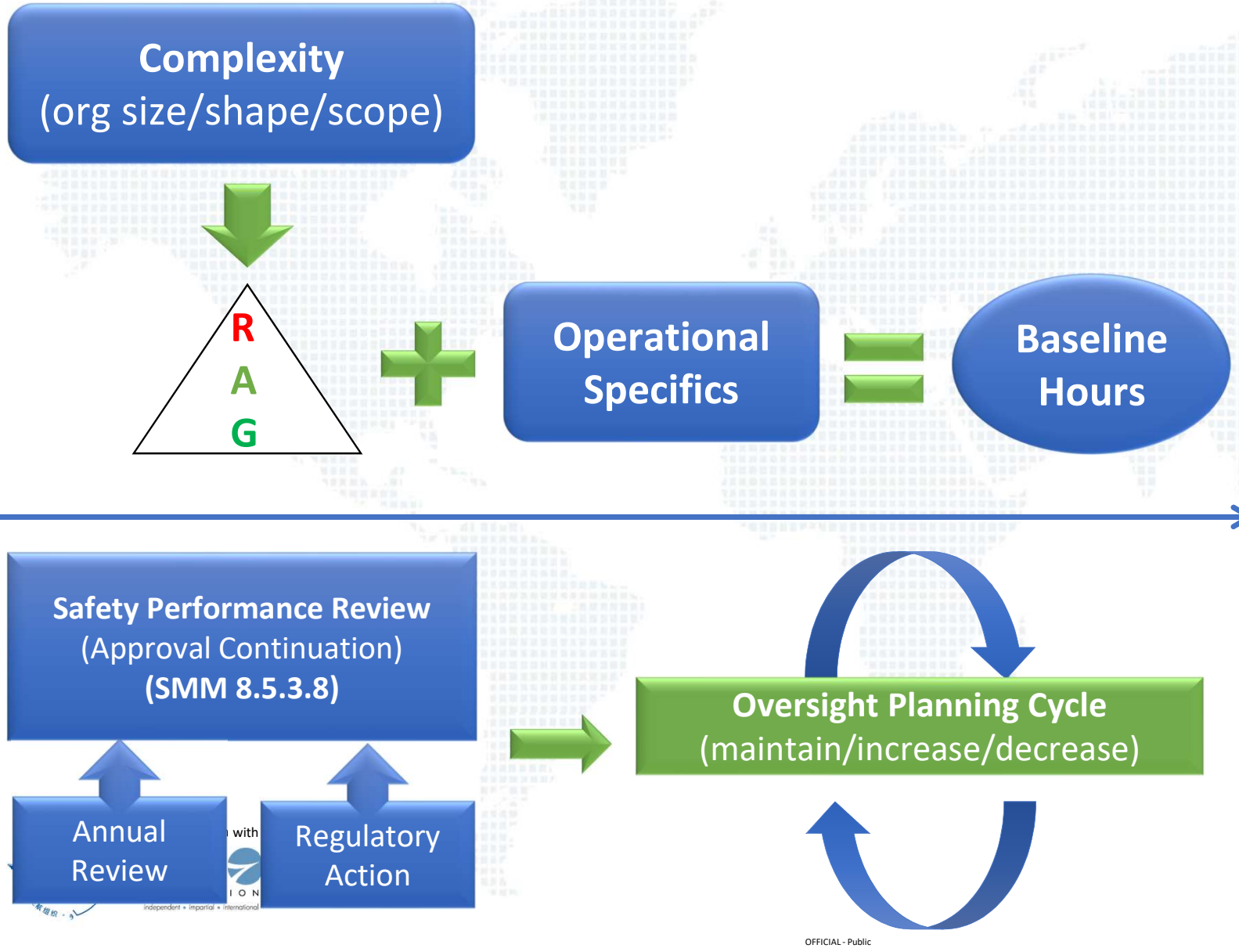
Baseline Hours

Safety Performance Review
(Approval Continuation)
(SMM 8.5.3.8)

Annual Review

Regulatory Action

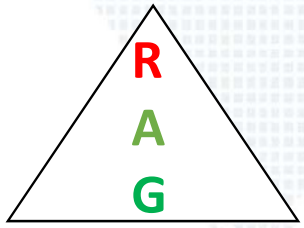
With this information we assessed the Safety Performance of the Service Provider, alongside a new annual review and the identification of any enforcement actions on that service provider.



We then decided if we were to either increase, maintain or decrease the length of the oversight cycle.

Complexity
(org size/shape/scope)

This could see a service provider having the baseline oversight hours carried out over the standard two years, have those baseline hours taken over four years, or have them conducted over a single year.



Operational Specifics

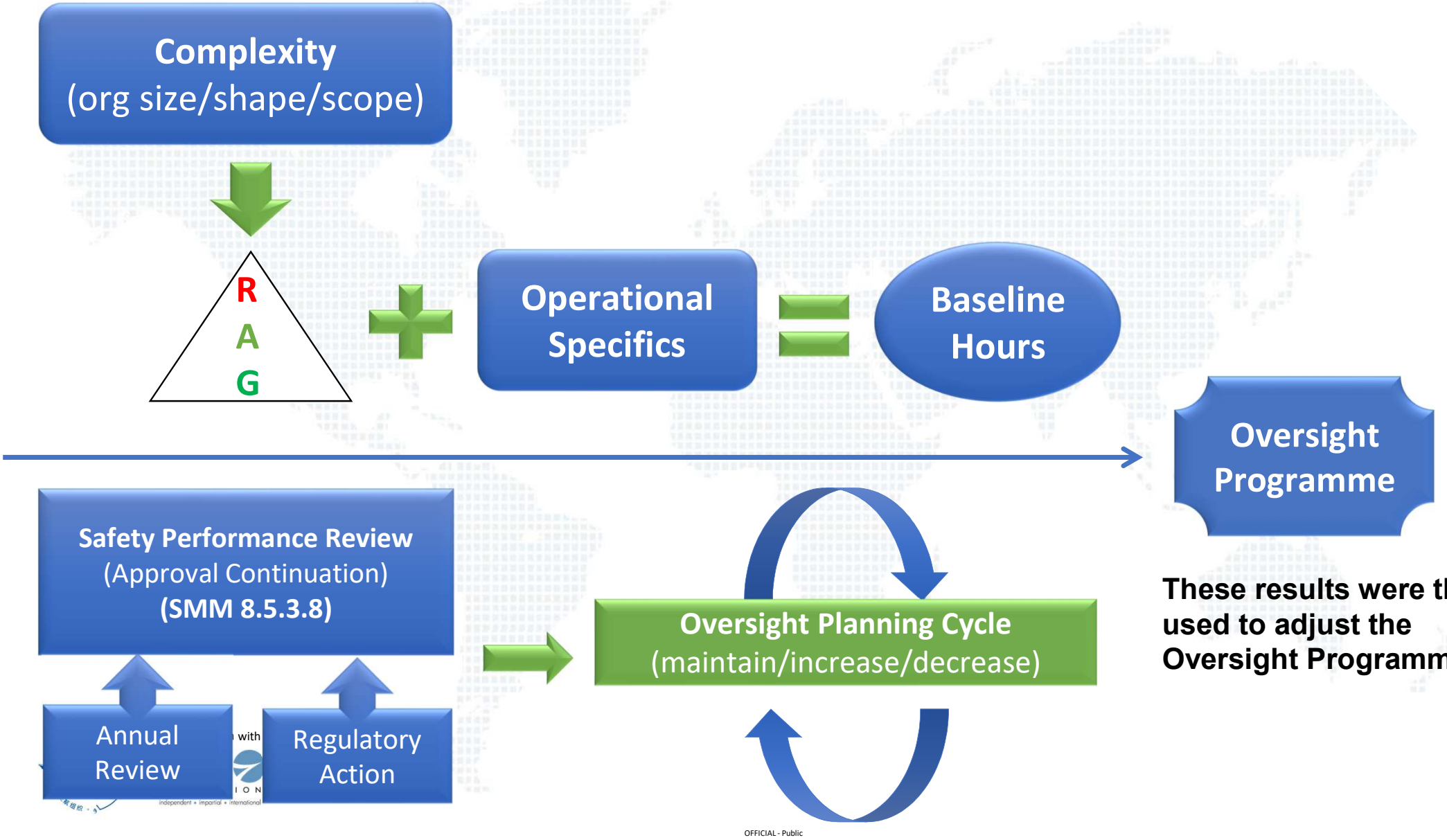
Baseline Hours

Safety Performance Review
(Approval Continuation)
(SMM 8.5.3.8)

Annual Review

Regulatory Action

Oversight Planning Cycle
(maintain/increase/decrease)



Result

We were able to reprogramme our airworthiness oversight plan which:

- **Enabled us to perform all our regulatory duties with the confidence that we had the right safety information available to make the correct determination and,**
- **Provide a better flow of Safety Intelligence in support ongoing safety performance monitoring of the Part 145 Service Providers.**
- **Reduce the number of new Airworthiness Inspectors we were recruiting saving both financial resource and the time of the hiring managers.**
- **Provide assurance to Senior Management that Safety has not been compromised.**

Key Enablers

SMEs Knowledge of Service Providers and their historic safety performance
Increased support of the Safety Intelligence Function
Senior Management trust in technical experts, safety data and safety information

- **Change is constant**
- **Continuous Safety Data and Information Analysis**
- **Routine Reviews**

Thank You

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Session 2 Q&A | Enablers of Flexible Culture

VOTES		Answer ratings
24 (+24 -0)	Anonymous • 03 Feb 2025, 01:34 PM • Allowed • Answered How do you implement risk-based oversight initiatives in domains with reduced numbers of service providers, such as AIS (usually one single provider within the State)? What about in CNS?	Very Good 0 0 1 1 3
17 (+17 -0)	Anonymous • 03 Feb 2025, 01:44 PM • Allowed • Answered @Mr. John Thomson (CAA UK): How do you incorporate the available manpower of safety inspectors in the calculations of your risk-based oversight system?	Very Good 0 0 0 2 2
13 (+13 -0)	Anonymous • 03 Feb 2025, 01:31 PM • Allowed • Answered KRION, HOW DO YOU PLAN FOR ADVANCED DATA ANALYSIS USING AI?	Good 0 0 0 3 1
12 (+12 -0)	Anonymous • 03 Feb 2025, 01:47 PM • Allowed • Answered How do you know a SRBS is working? What would you be monitoring?	Very Good 0 0 0 1 2
9 (+9 -0)	Adrian Abraham • 03 Feb 2025, 01:47 PM • Allowed • Answered I feel many organizations struggle with being flexible, they struggle with silos and an inability to work together. How can organizations recover from this?	Good 0 0 0 1 0
8 (+8 -0)	Anonymous • 03 Feb 2025, 01:47 PM • Allowed • Answered I love this topic. We knew that culture is dynamic and not static. How to ensure the flexible culture can be adapted easily by the ANSP ?	Very Good 0 0 0 0 1
7 (+7 -0)	Anonymous • 03 Feb 2025, 01:49 PM • Allowed • Answered how do t safety management leaders measure the success of a flexibility safety culture within their organization?	Good 0 0 0 1 0
7 (+7 -0)	Anonymous • 03 Feb 2025, 01:51 PM • Allowed • Answered @ john.. could you provide effective tips that can be implemented by safety managers and SSP steak holders to provide assurance to senior management that safety has not been compromised..	Good 0 0 0 1 0

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TEA BREAK

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SESSION 3 | Safety Data and Information Management

Mr. John Thomson

Senior Technical Advisor – Safety Management

UK Civil Aviation Authority International

Moderator

Ms. Sohyun Park

Assistant Director, Aviation Safety Policy Division

Korea Office of Civil Aviation

Mr. John Wennes

Safety Programme Manager

Civil Air Navigation Services Organisation

Dr. Pete McCarthy

Head of Group Human Factors

Cathay Pacific Airways

Mr. Deepak Joshi

Head of Flight Safety

Air India

The Importance of Managing Aviation Safety Data

An Overview of Safety in the Aviation Industry

Safety as a Core Value

Aviation maintains its status as the safest mode of transportation through rigorous safety data management.

Key Aspects of Data Management

Includes data collection, analysis, integrity, protection, and application.

Global Collaboration

ICAO and global safety initiatives rely on shared data to enhance worldwide aviation safety.

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Learning from the Past: The Role of Data Integrity

Insights from Incident Investigations

Transformative Advancements

Past investigations have led to innovations like collision avoidance systems and improved training.

Data Integrity

Accurate, complete, and reliable data ensures lessons learned are valid and actionable.

Impact of Flawed Data

Compromised data can lead to incorrect conclusions, endangering future safety.

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Predicting the Future: Analytics and Data Protection

From Proactive Risk Management to Cybersecurity

- **Predictive Analytics:** Advanced tools and real-time monitoring predict risks before they materialize.
- **Data Security:** Protecting sensitive information against cyber threats is essential for trust and safety.
- **Operational Safety:** Real-time data supports quick decision-making, improving operational outcomes.

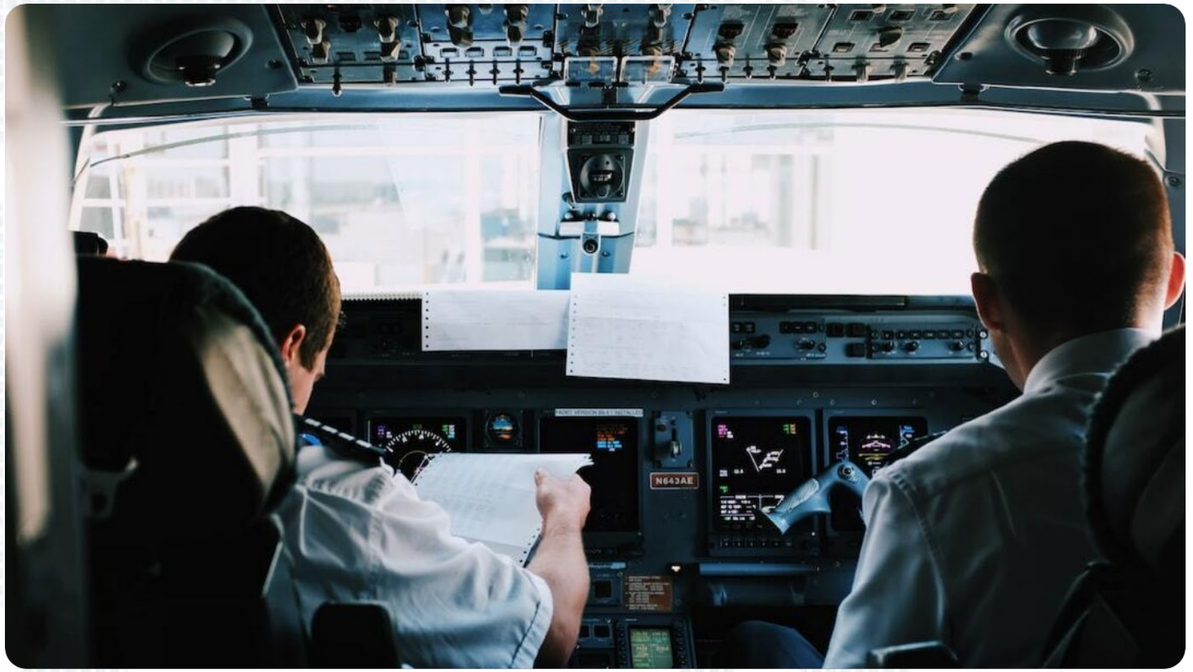

Photo by Blake Guidry on Unsplash

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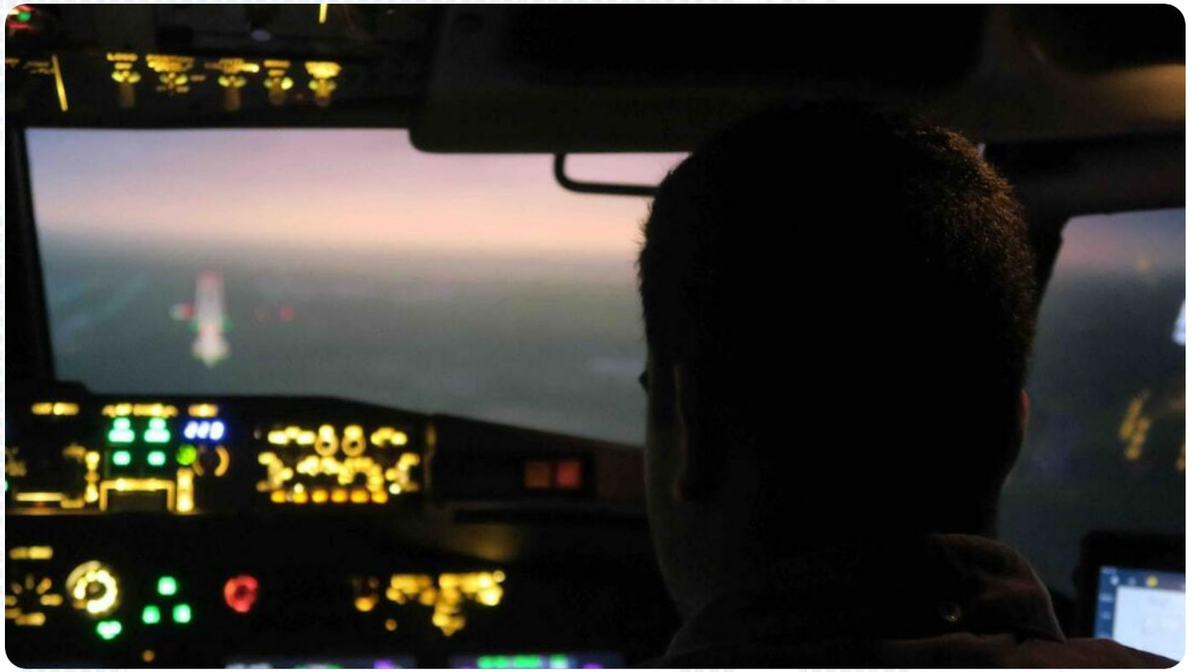
Fostering a Culture of Reporting

The Role of Trust in Safety Data Management

- **Encouraging Hazard Reporting:** A safety culture ensures stakeholders report risks without fear of reprisal.
- **Transparency and Responsibility:** Open data sharing helps identify and resolve safety issues effectively.
- **Proactive Solutions:** Reported data allows aviation to prevent incidents before they occur.



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Shaping Regulation and Technology

How Safety Data Drives Innovation

Regulatory Development
Bodies like FAA and EASA rely on robust data to shape aviation policies.

Technological Advancements
Manufacturers utilize safety data to enhance aircraft design and systems.

Collaboration and Innovation
Data sharing between stakeholders ensures cohesive and informed advancements.

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Addressing Emerging Challenges

Navigating New Frontiers in Safety Data Management

- **Cybersecurity Threats:** Increased digitization requires robust measures to counter data breaches.
- **Integration of Drones:** Shared data and international collaboration are vital for drone management.
- **Automation and AI:** Managing the intersection of human expertise and machine reliability demands innovative approaches.

Photo by Eric Masur on Unsplash

Session 3 Q&A | Safety Data and Information Management

7 VOTES (+7 -0)

Anonymous • 03 Feb 2025, 03:26 PM • Allowed

Does your state ever take punitive actions(or fines) on service providers on incidents reported through mandatory report?

3 VOTES (+3 -0)

Anonymous • 03 Feb 2025, 03:16 PM • Allowed

How to bring more automation in safety data management with the confidentiality should not be compromised?

2 VOTES (+2 -0)

Asif Pakistan • 03 Feb 2025, 03:00 PM • Allowed

Who should establish the MOR system, CAA or the investigation body ?

2 VOTES (+2 -0)

Anonymous • 03 Feb 2025, 03:14 PM • Allowed

We get the data, we analyze them, then acting on the data becomes difficult in terms of prioritization. various stakeholders gets dissapointed because they are "not prioritized". How to manage this?

2 VOTES (+2 -0)

anonymous • 03 Feb 2025, 03:47 PM • Allowed

Should a SDCPS be able to integrate safety data from MOR, VOR and other data collected from surveillance reports etc?

1 VOTE (+1 -0)

Anonymous • 03 Feb 2025, 02:55 PM • Allowed

We as regulator observe that voluntary reporting mostly contains reports about personal health safety and environment. Do you face this issue as well? And what is the solution?

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SESSION 3 | Safety Data and Information Management

Mr. John Thomson

Senior Technical Advisor – Safety Management

UK Civil Aviation Authority International

Moderator

Ms. Sohyun Park

Assistant Director, Aviation Safety Policy Division

Korea Office of Civil Aviation

Mr. John Wennes

Safety Programme Manager

Civil Air Navigation Services Organisation

Dr. Pete McCarthy

Head of Group Human Factors

Cathay Pacific Airways

Mr. Deepak Joshi

Head of Flight Safety

Air India

POLL QUESTION

1) How important is safety data to your organization?
    a) Critical
    b) Very Important
    c) Moderately Important
    d) Slightly Important
    e) Not Important

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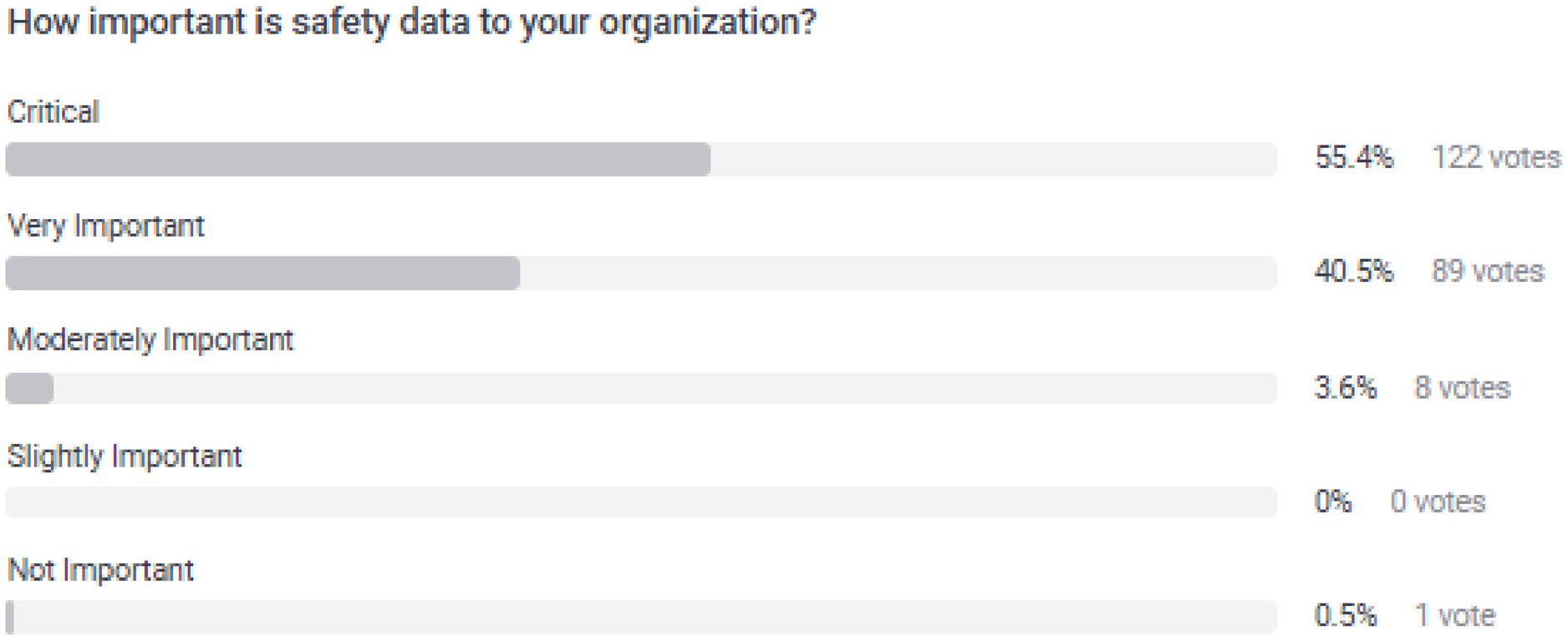
Session 3 POLL 1 | Safety data and information management



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POLL QUESTION

2) What are the biggest challenges you face in managing safety data?
   a) Ensuring data accuracy and integrity
   b) Data protection and cybersecurity
   c) Lack of tools or technology
   d) Resistance to data sharing
   e) Difficulty analyzing and interpreting data

Session 3 POLL 2 | Safety data and information management

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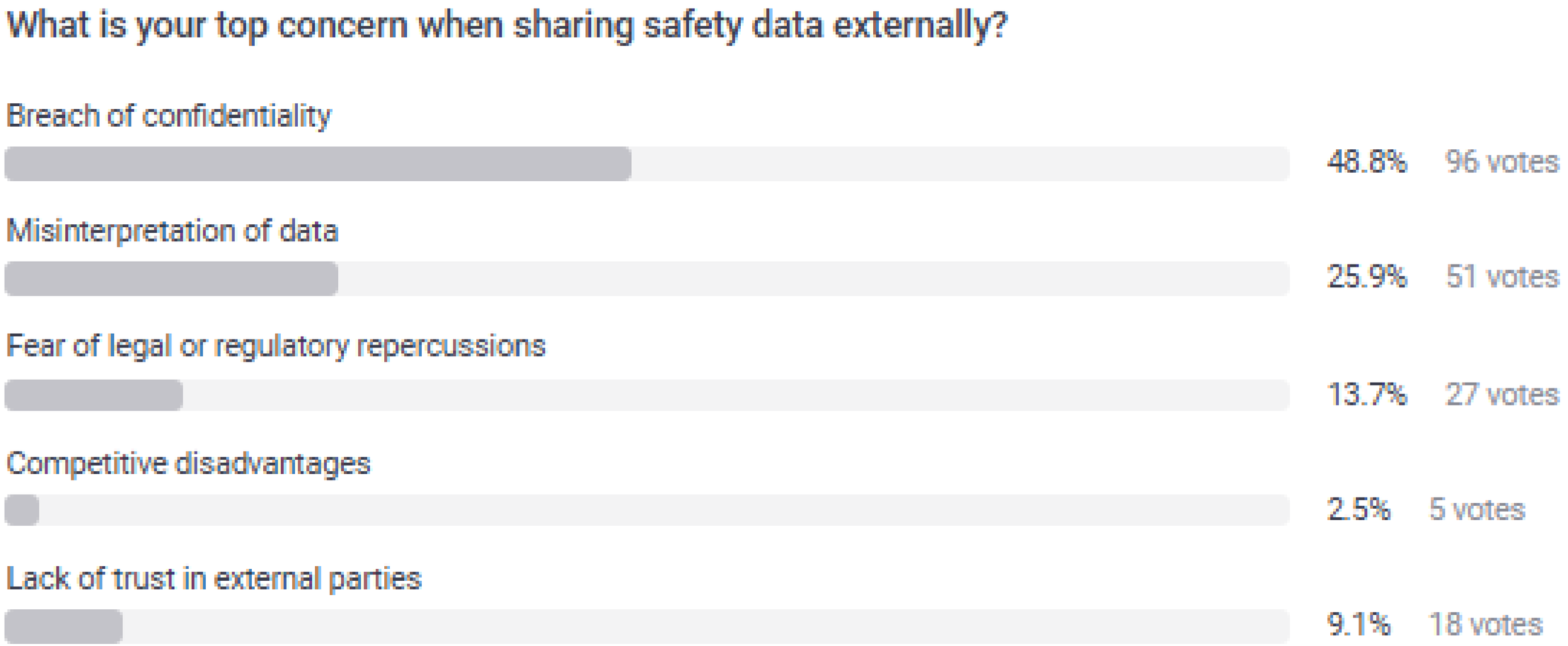
POLL QUESTION

3) What is your top concern when sharing safety data externally?
   a) Breach of confidentiality
   b) Misinterpretation of data
   c) Fear of legal or regulatory repercussions
   d) Competitive disadvantages
   e) Lack of trust in external parties

Session 3 POLL 3 | Safety data and information management



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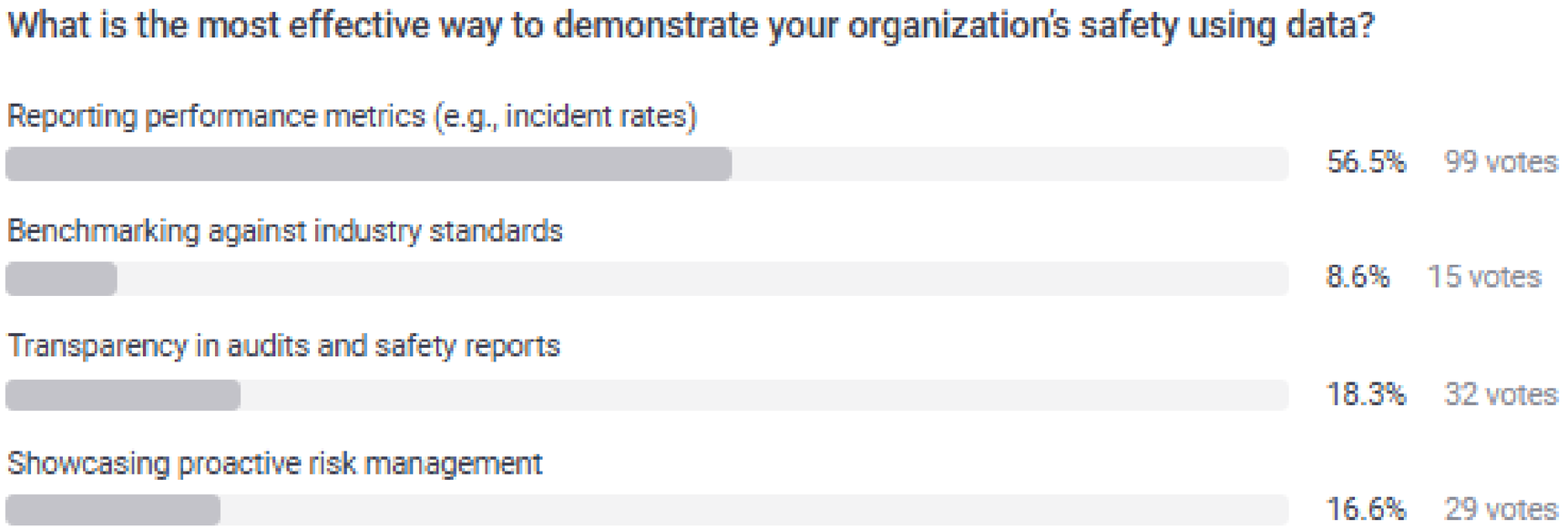
POLL QUESTION

4) What is the most effective way to demonstrate your organization's safety using data?
   a) Reporting performance metrics (e.g., incident rates)
   b) Benchmarking against industry standards
   c) Transparency in audits and safety reports
   d) Showcasing proactive risk management

Session 3 POLL 4 | Safety data and information management



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POLL QUESTION

5) How does safety data contribute to your organization's safety culture?
   a) Drives evidence-based decision-making
   b) Promotes accountability
   c) Enhances transparency and trust
   d) Identifies areas for improvement
   e) Encourages reporting and openness

Session 3 POLL 5 | Safety data and information management

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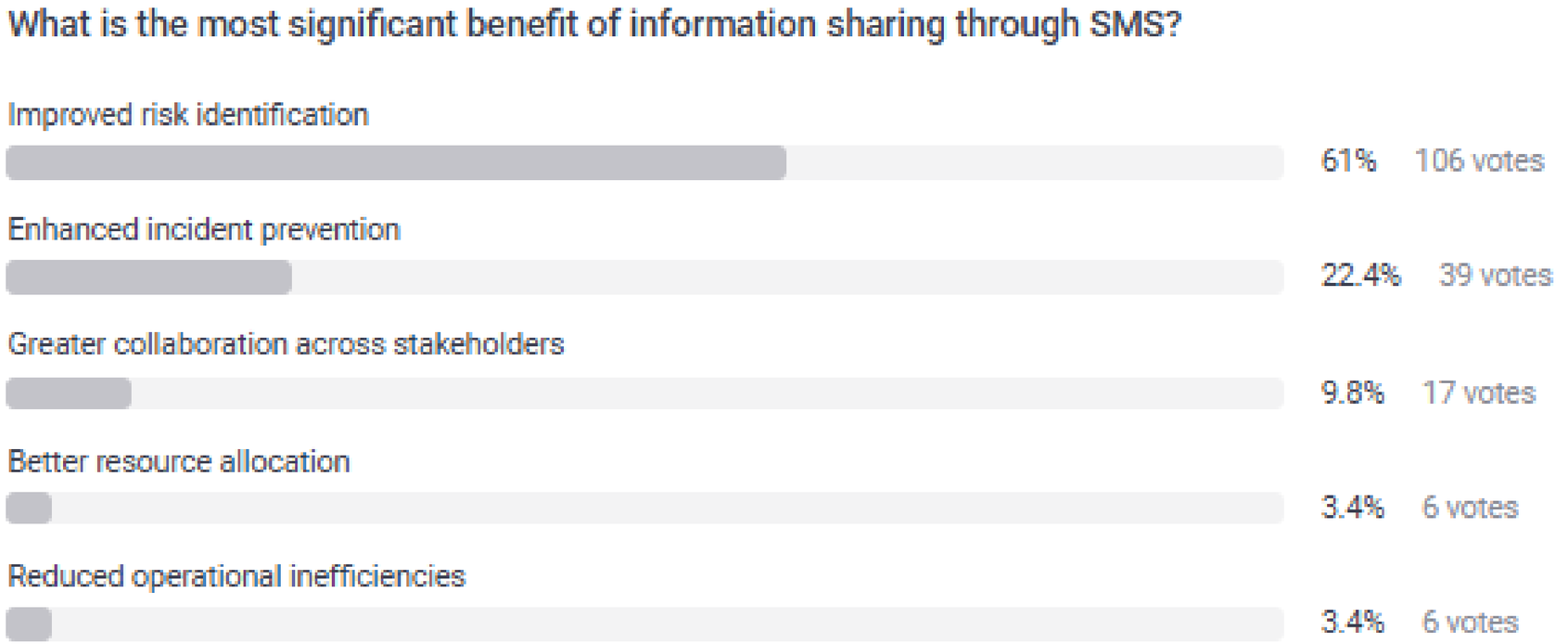
POLL QUESTION

6) What is the most significant benefit of information sharing through SMS?
   a) Improved risk identification
   b) Enhanced incident prevention
   c) Greater collaboration across stakeholders
   d) Better resource allocation
   e) Reduced operational inefficiencies

Session 3 POLL 6 | Safety data and information management



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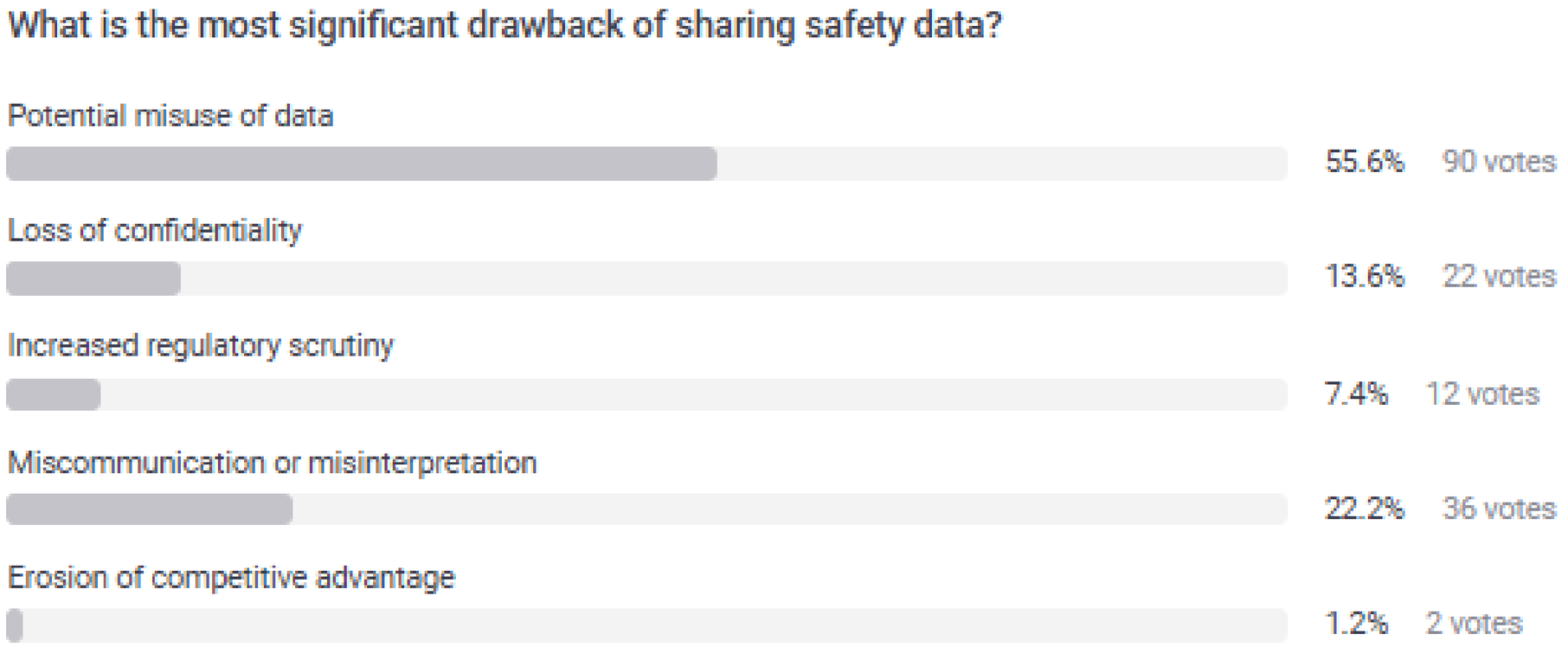
POLL QUESTION

7) What is the most significant drawback of sharing safety data?
   a) Potential misuse of data
   b) Loss of confidentiality
   c) Increased regulatory scrutiny
   d) Miscommunication or misinterpretation
   e) Erosion of competitive advantage

Session 3 POLL 7 | Safety data and information management



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Thank You for Attending

Join us tomorrow at 9am for...

- Safety Reporting Systems
- Reporting & Just Culture Application
- Safety Intelligence Development, Learning Culture and Informed Culture
- Identify common Safety Performance Indicators

If you need any assistance or have questions, please contact:

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