

ICAO Asia Pacific Safety Management Seminar - Pre-event Survey for ANSPs

De-identified Replies Prepared on
17 Apr, 2025

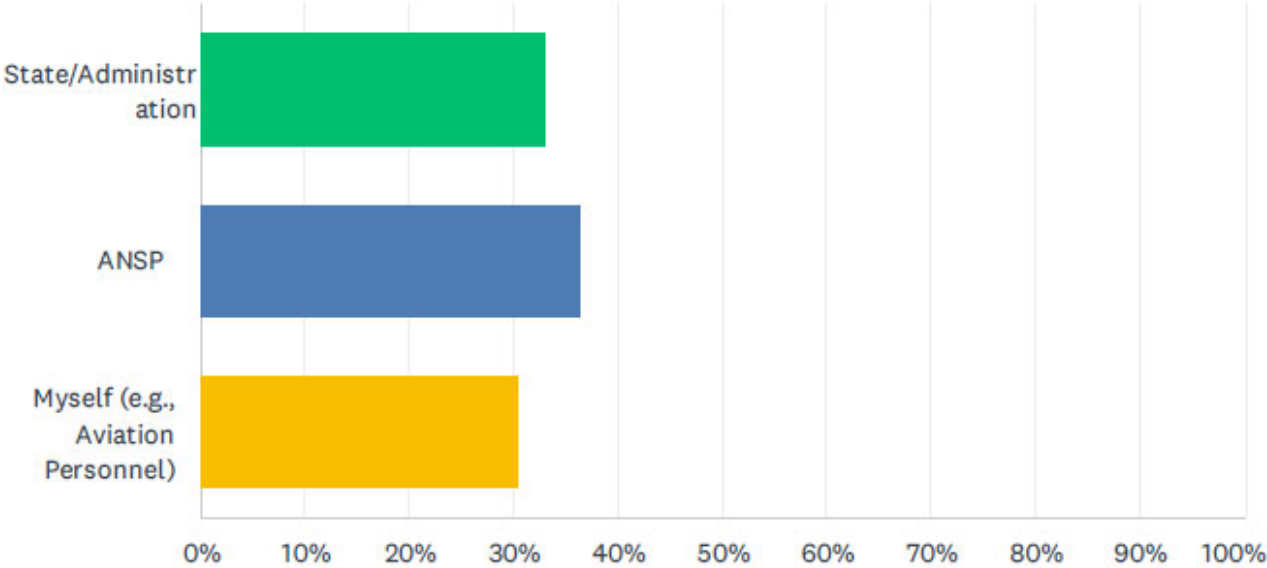
Respondents	No.
State/Administration (regulator)	39
ANSP	43
Myself (e.g. Aviation Personnel)	36
Total Response : 118	

Part 1 – Questions for ANSPs – Slide 4-39

Part 2 – Questions for (regulator) – Slide 40-68

Q4: Who do you represent? Please select only one.

Answered: 118 Skipped: 0

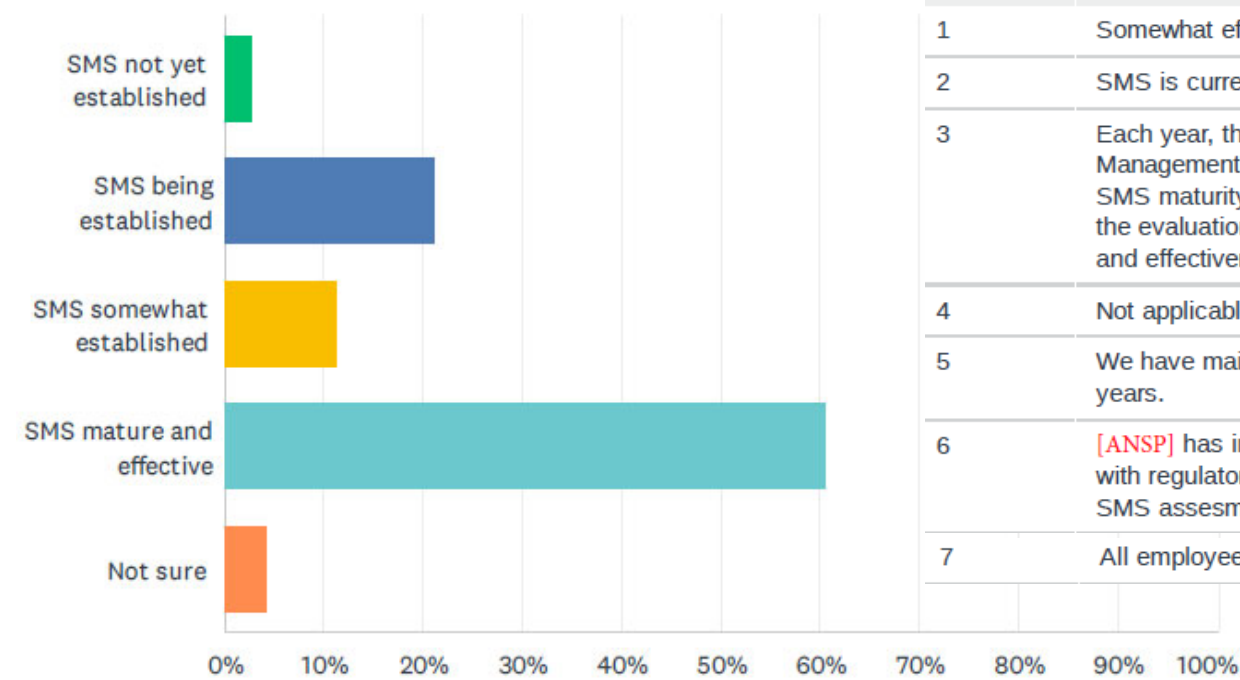


ANSWER CHOICES	RESPONSES	
State/Administration	33.05%	39
ANSP	36.44%	43
Myself (e.g., Aviation Personnel)	30.51%	36
TOTAL		118

Part 1 – Questions for ANSPs

Q5: How would you rate your organization’s SMS? Please select one answer.

Answered: 71 Skipped: 47

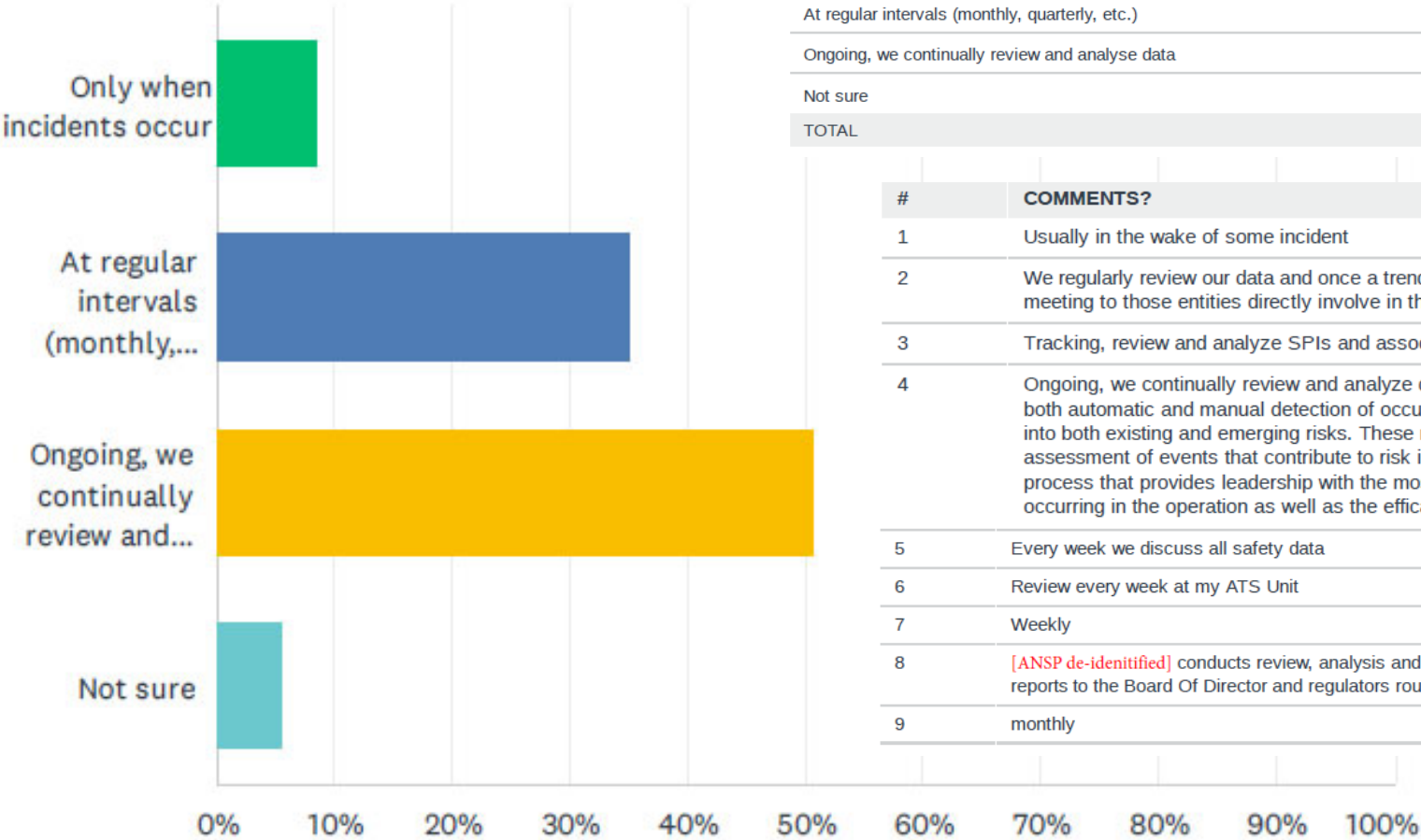


#	COMMENTS?
1	Somewhat effective
2	SMS is currently assessed up to 'Operating', using the PSOE audit methodology
3	Each year, the ATO participates in the CANSO Standard of Excellence in Safety Management Systems measurement program, which is a structured framework for evaluating SMS maturity, identifying key improvement areas, and enhancing safety practices. Based on the evaluation results, the [ANSP] continues to demonstrate higher levels of SMS maturity and effectiveness.
4	Not applicable
5	We have maintained a 'Level D' assessment via the CANSO SMS SoE process for many years.
6	[ANSP] has implemented SMS in the organization's business processes in accordance with regulatory guidelines and company manuals, and SMS Acceptance and Routine SMS assesment have been carried out by the regulator
7	All employees are aware of SMS and there are reports being received on regular basis

ANSWER CHOICES	RESPONSES	
SMS not yet established	2.82%	2
SMS being established	21.13%	15
SMS somewhat established	11.27%	8
SMS mature and effective	60.56%	43
Not sure	4.23%	3
TOTAL		71

Q6: How often does your organization regularly review and analyse data to manage safety risks? *(Remarks : see Annex 19 “The service provider shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards Note — The process may include predictive methods of safety data analysis.”)*

Answered: 71 Skipped: 47



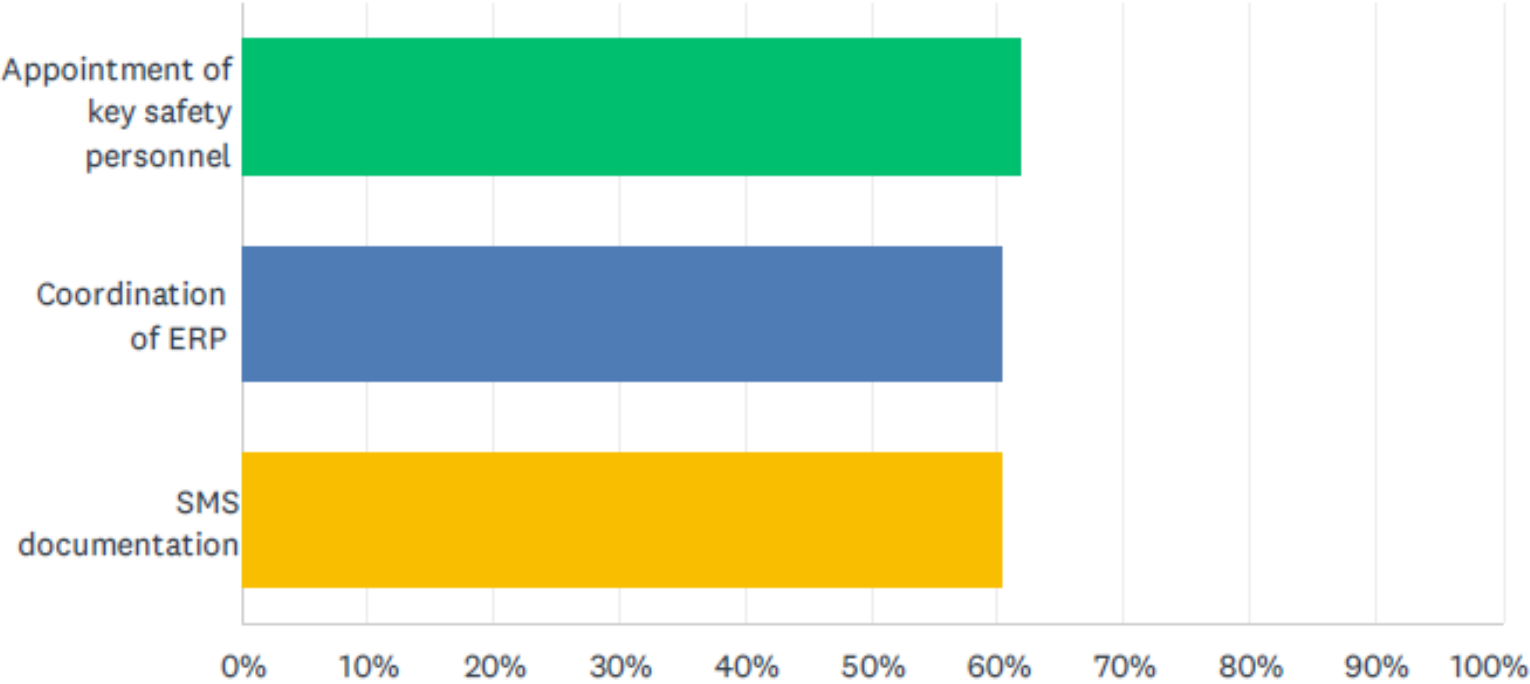
ANSWER CHOICES		RESPONSES	
Only when incidents occur		8.45%	6
At regular intervals (monthly, quarterly, etc.)		35.21%	25
Ongoing, we continually review and analyse data		50.70%	36
Not sure		5.63%	4
TOTAL			71

#	COMMENTS?
1	Usually in the wake of some incident
2	We regularly review our data and once a trending is established we conduct stakeholders meeting to those entities directly involve in that trending
3	Tracking, review and analyze SPIs and associated targets monthly
4	Ongoing, we continually review and analyze data – The [ANSP] has several mechanisms for both automatic and manual detection of occurrence events, which provides a robust insight into both existing and emerging risks. These mechanisms allow for continuous review and assessment of events that contribute to risk in the airspace system. This is an ongoing process that provides leadership with the most up-to-date information on what is really occurring in the operation as well as the efficacy of implemented mitigations.
5	Every week we discuss all safety data
6	Review every week at my ATS Unit
7	Weekly
8	[ANSP de-identified] conducts review, analysis and monitoring of safety data and makes reports to the Board Of Director and regulators routinely, both monthly, quaterly and annually
9	monthly

What are your organization’s biggest challenges in SMS implementation?

Q7: SMS Component 1 (Safety Policy and Objectives). *You may select more than one answer.*

Answered: 68 Skipped: 50

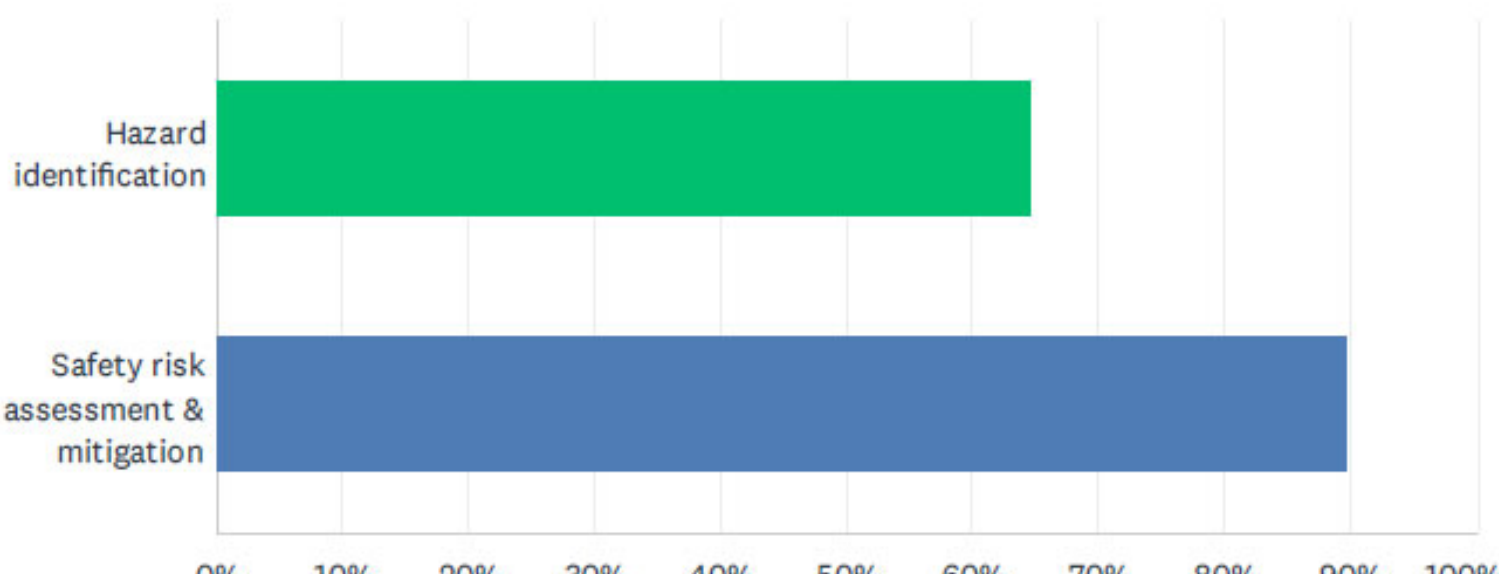


ANSWER CHOICES	RESPONSES	
Appointment of key safety personnel	61.76%	42
Coordination of ERP	60.29%	41
SMS documentation	60.29%	41
Total Respondents: 68		

What are your organization’s biggest challenges in SMS implementation?

Q8: SMS Component 2 (Safety Risk Management). *You may select more than one answer.*

Answered: 68 Skipped: 50

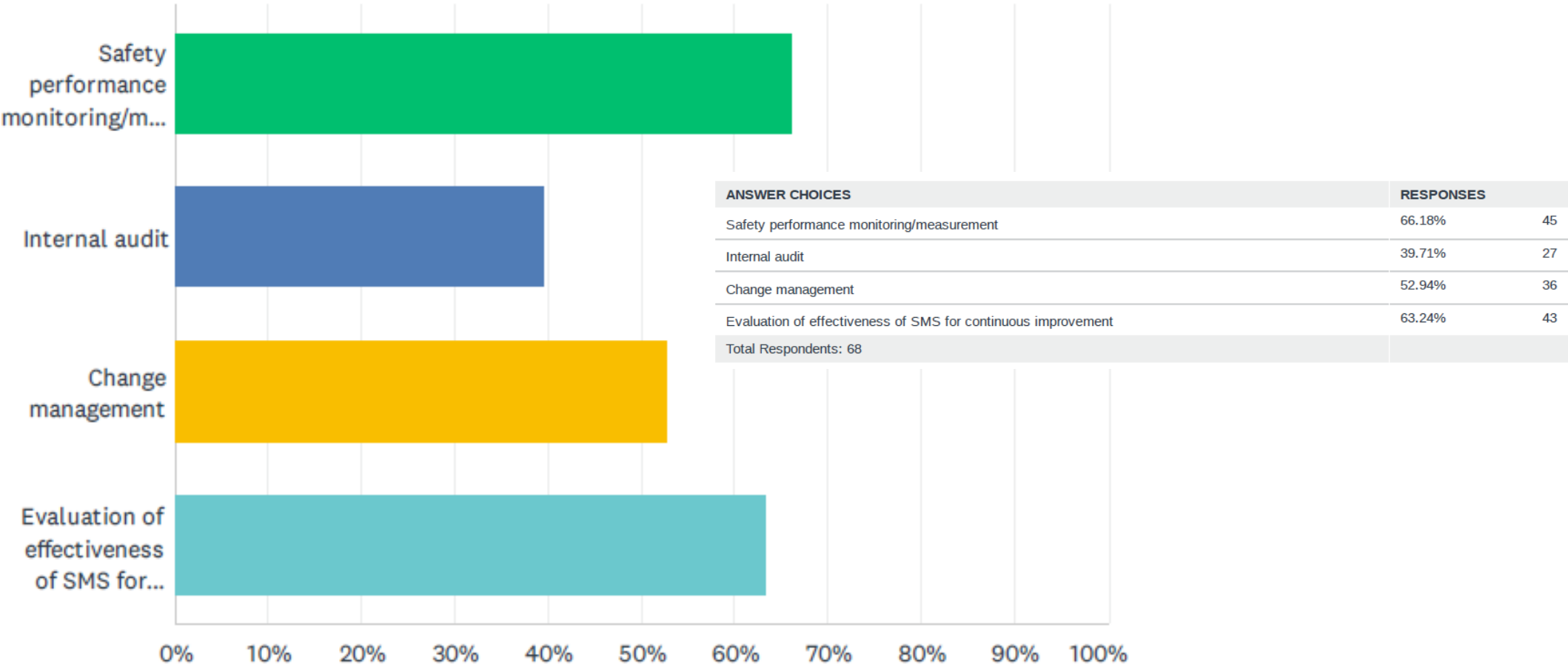


ANSWER CHOICES	RESPONSES	
Hazard identification	64.71%	44
Safety risk assessment & mitigation	89.71%	61
Total Respondents: 68		

What are your organization’s biggest challenges in SMS implementation?

Q9: SMS Component 3 (Safety Assurance). *You may select more than one answer.*

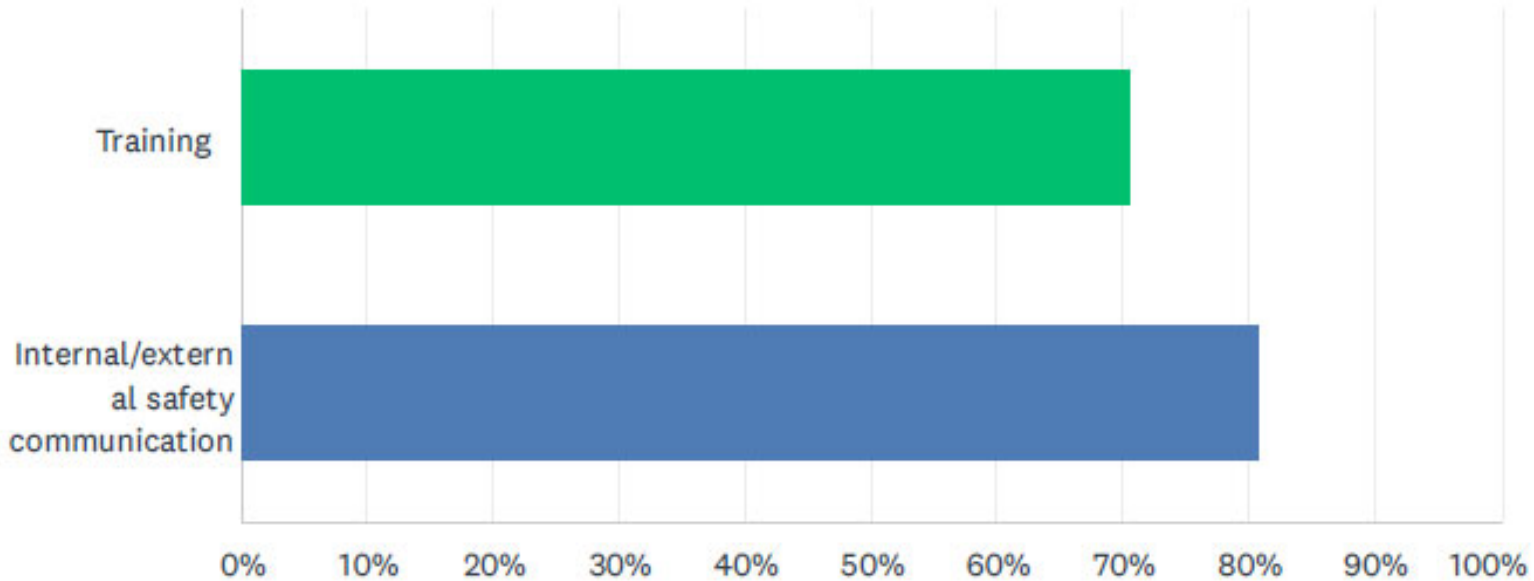
Answered: 68 Skipped: 50



What are your organization’s biggest challenges in SMS implementation?

Q10: SMS Component 4 (Safety Promotion). *You may select more than one answer.*

Answered: 68 Skipped: 50



ANSWER CHOICES	RESPONSES	
Training	70.59%	48
Internal/external safety communication	80.88%	55
Total Respondents: 68		

What are your organization's biggest challenges in SMS implementation?

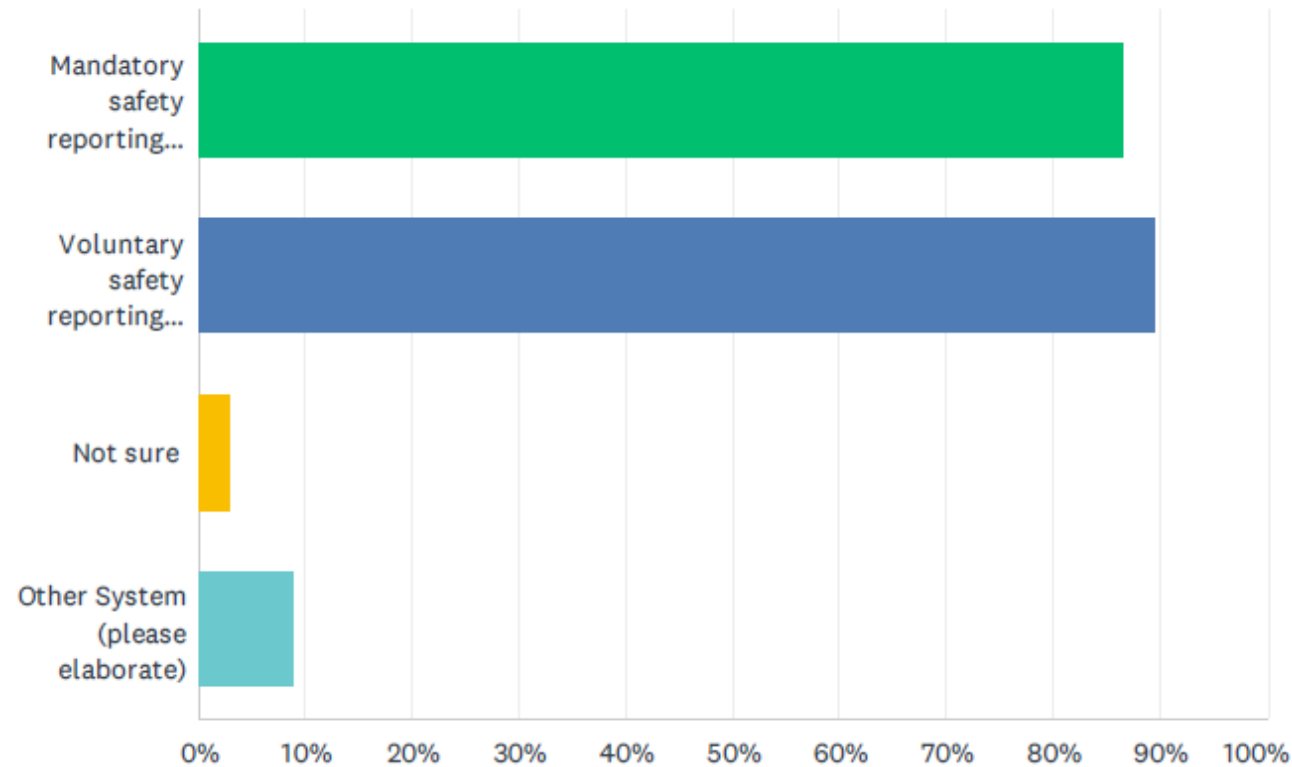
Q11: Any remarks ? *Please enter them below.*

Answered: 7 Skipped: 111

#	RESPONSES
1	Responses in Q7-9 should be "N/A" as we have a long-established SMS within our ANSP organisation since 2003. The more "challenging" item was selected in order to proceed to the next question
2	As with many complex things, the challenges are not linear. What is considered a challenge today may be addressed with effective mitigations, however, other areas of concern may rise to the forefront.
3	Training for SMS is something we would like to improve
4	A current challenge that impacts all areas of the SMS, in the increased turnover of staff. This requires us to optimise the accessibility of the SMS and reduce the knowledge barrier to applying it effectively.
5	There is still a need to carry out in-depth analysis efforts on safety risk assessment & mitigation in order to better predict potential hazards early on and take mitigation measures as soon as possible.
6	WE HAVE ALL THE 12 ELEMENTS IMPLEMENTED
7	NO remarks

Q12: Does your organization have a mandatory/voluntary safety reporting systems? *You may select more than one answer.*

Answered: 67 Skipped: 51



ANSWER CHOICES	RESPONSES	
Mandatory safety reporting system (e.g. Occurrences required to be reported by legal/regulatory requirements or company instructions)	86.57%	58
Voluntary safety reporting system (e.g., not mandatory report)	89.55%	60
Not sure	2.99%	2
Other System (please elaborate)	8.96%	6
Total Respondents: 67		

#	OTHER SYSTEM (PLEASE ELABORATE)
1	Difficulties safety reporting system
2	A logging system for maintenance staff to report equipment issue
3	We also have confidential safety reporting system
4	Difficulty
5	we have difficulties report -- any occurrences which are not in the lists of mandatory report and they are the occurrences that reporters want to report to their own units to resolve the problem.
6	Tokai

Q13: What safety data/information are being captured by your SMS?

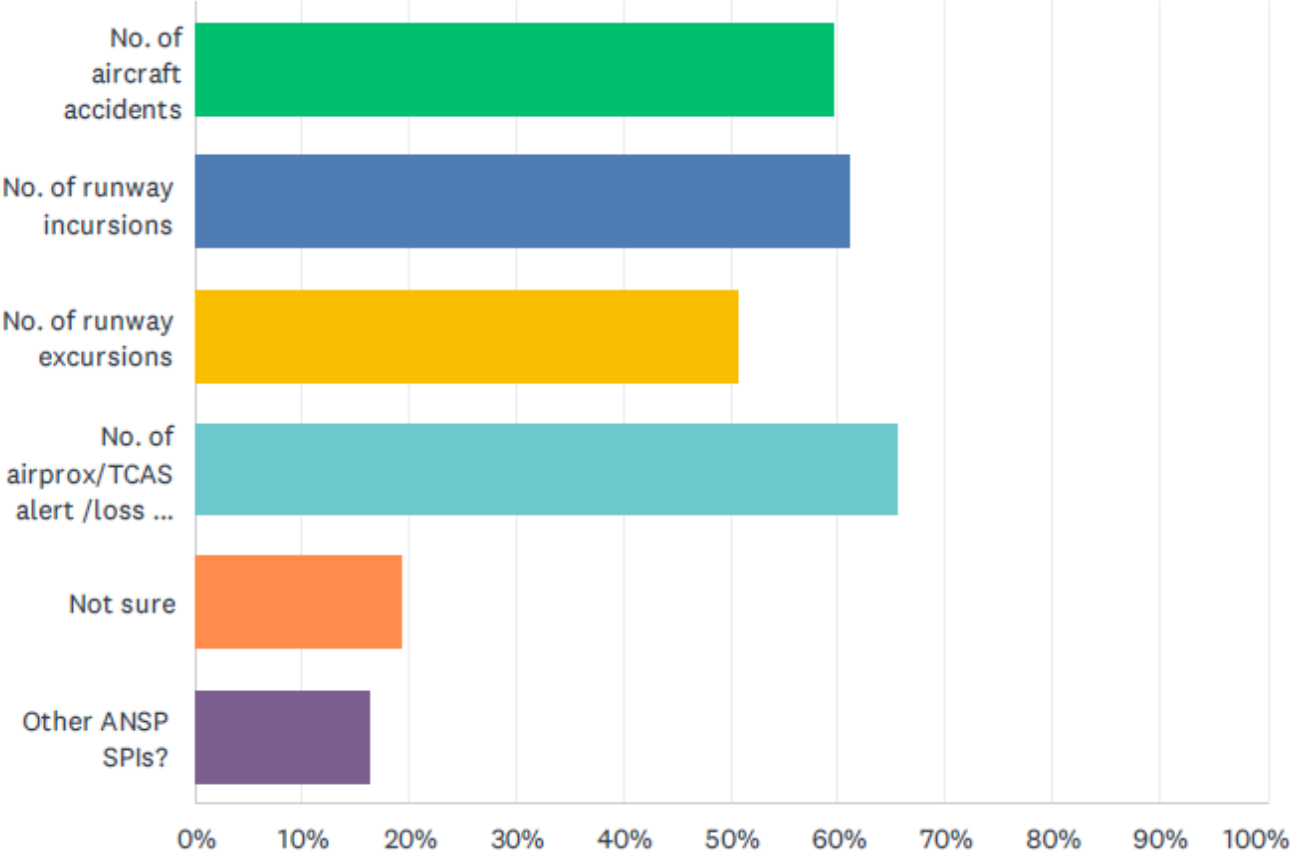
Answered: 31 Skipped: 87

20	1. Mandatory Reporting System 2. Difficulties Reporting System 3. Voluntary Reporting System 4. Equipment Log	:
21	Safety Occurrence Report (Mandatory & Voluntary), SPI Achievement & Trend, Safety Risk Assessment, Safety Oversight (Audit & Inspection), SMS Maturity level	:
22	incident report safety occurrence reports Hazard reports	:
23	All Mandatory and Voluntary reports data captured by SMS	:
24	Latent Hazards	:
25	LATENT HAZARDS	:
26	N/A	:
27	Loss of separation, runway incursion, runway excursion	:
28	Wide range is information (relevant and non-relevant to ANSPs)	:
29	Data is collected through ALoSP reports, automated reporting system , and specialized tools for management and analysis (TOKAI)	:
30	findings from safety audit and inspections.	:
31	All safety related flight and operational hazards and reports	:

#	RESPONSES
1	The majority is the ones being regulated by our regulator. It's quite a long list.
2	operations & airworthiness
3	Mandatory/ voluntary reports and safety assessments
4	Mandatory safety report.
5	- Safety Performance Indicator - Corrective Action Plan - Hazard Identification and Risk Assessment - Safety report
6	Quality Escape, Risk assessment
7	HRCs
8	ANS / CNS occurrences or events of more significant nature are captured in [State de-identified] SSP and statistics are monitored in annual reviews, for example, non-compliance with SID / STARs / Approach; missed approach; level bust; ATC coordination errors; missed approach; aborted take-off, etc. More relevant occurrences are included in [State] safety dashboard as SPIs which are monitored in quarterly reviews, such as ANS safety – runway incursion, LoS, etc.
9	• CNS occurrences or events of more significant nature are captured in [State] SSP and statistics are monitored in annual reviews, for examples Technical Safety Occurrences of safety critical systems in communications, navigation, surveillance, or ATM facilities ; and • More relevant occurrences are included in [State] safety dashboard as SPIs which are monitored in quarterly reviews, such as CNS services : voice communication system failure, ILS failure, radar failure etc
10	Hazards, system availability, voluntary reports, training records, SPIs, mandatory occurrence reports
11	The [ANSP] captures a variety of safety information. The current Safety Metrics includes the Safety Anomaly Metric (SAM) and the Pulse Safety Metric (SPM). The Safety event trending information includes capturing Mandatory Occurrence Reporting to Significant Events (MORs & CPECs), Safety Tags, Runway Safety and National Airspace System (NAS) Services.
12	The number of safety reports. Events that can lead to accidents(TCAS alert, Communication Failure, etc)
13	Incidents, survey results, safety/just culture evaluation results, ca. 100 monitoring parameters (by hour continuously), external / internal audits, safety recommendations implementation progress, etc.
14	statistics of daily information regarding safety occurrences/ abnormalities, analysis and follow-up actions, SPI/Ts, audit findings and CPARs, safety reports, training records etc.
15	We use eTOKAI system to collect all reports in regard of each occurrence.
16	such as: 1, Internal occurrence, changes, safety audit finding, etc. 2, External industry information
17	Occurrence/Accident data, Normal Operational data, Trial data, Process compliance data, Hazards, Risk Assessments, Safety Cases, Safety Culture data, Safety Improvement suggestions, Safety Concerns/reports.
18	Incident, accident
19	Through the reporting system and classified by type of occurrences (Mandatory, Difficulties and Voluntary).

Q14: What are your organizational SPIs? *You may select more than one answer.*

Answered: 67 Skipped: 51

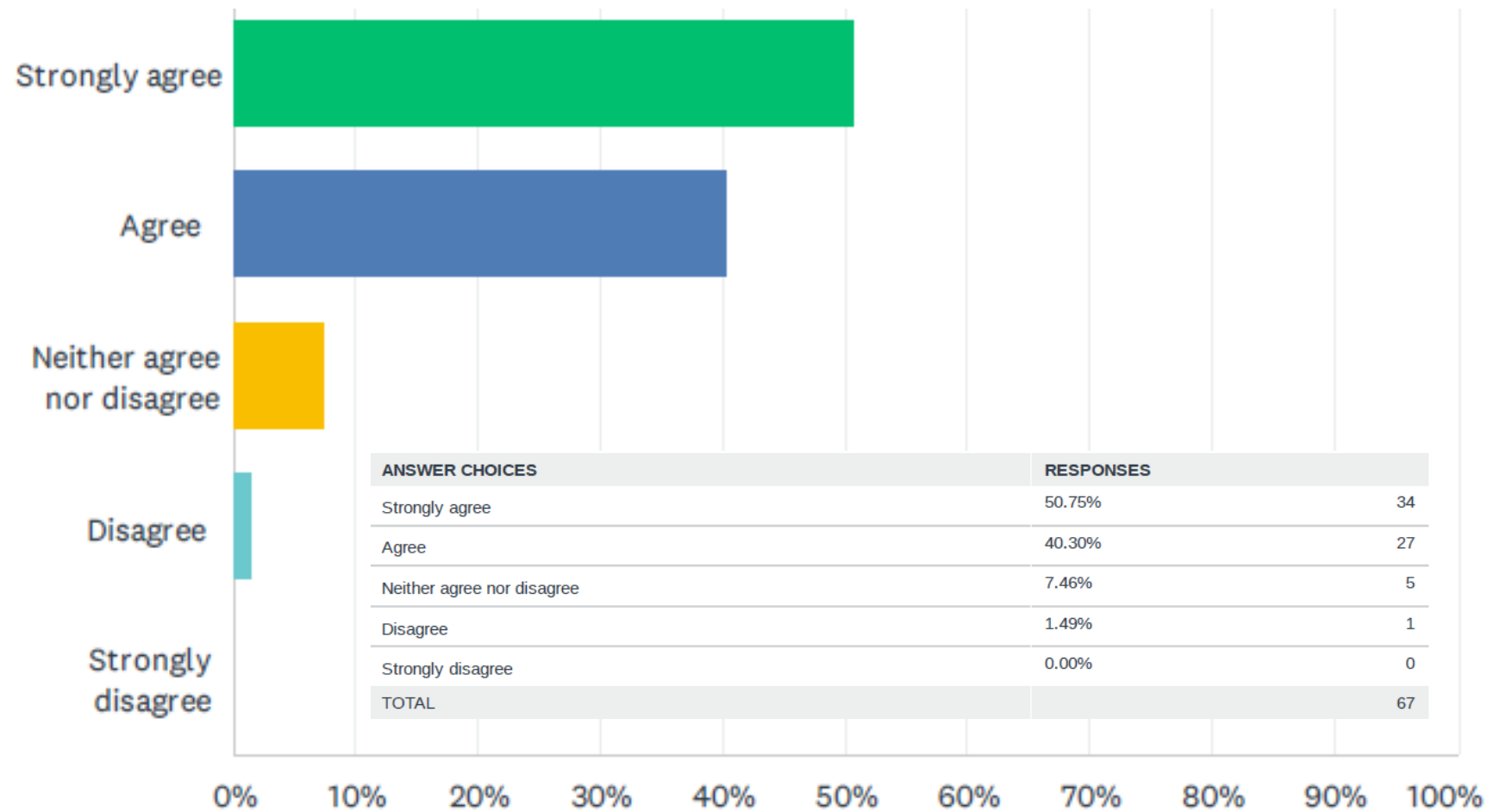


ANSWER CHOICES	RESPONSES	
No. of aircraft accidents	59.70%	40
No. of runway incursions	61.19%	41
No. of runway excursions	50.75%	34
No. of airprox/TCAS alert /loss of separation /near mid-air collisions /mid-air collisions	65.67%	44
Not sure	19.40%	13
Other ANSP SPIs?	16.42%	11
Total Respondents: 67		

#	OTHER ANSP SPIS?	DATE
1	CANSO SoE SMS Maturity Level	2/3/2025 2:24 PM
2	Quality Escape, Risk assessment	1/24/2025 2:31 PM
3	On selected ATC equipment, number of failures	1/17/2025 8:39 AM
4	Level busts, taxi errors, missed approach due to insufficient in-trail, spacing, non- compliance to ATC clearance or applicable ATM procedures, MSAW	1/16/2025 4:44 PM
5	serious + major incidents; airspace infringements, many more	1/15/2025 5:20 AM
6	other occurrences involving or affecting ATC operations	1/13/2025 4:38 PM

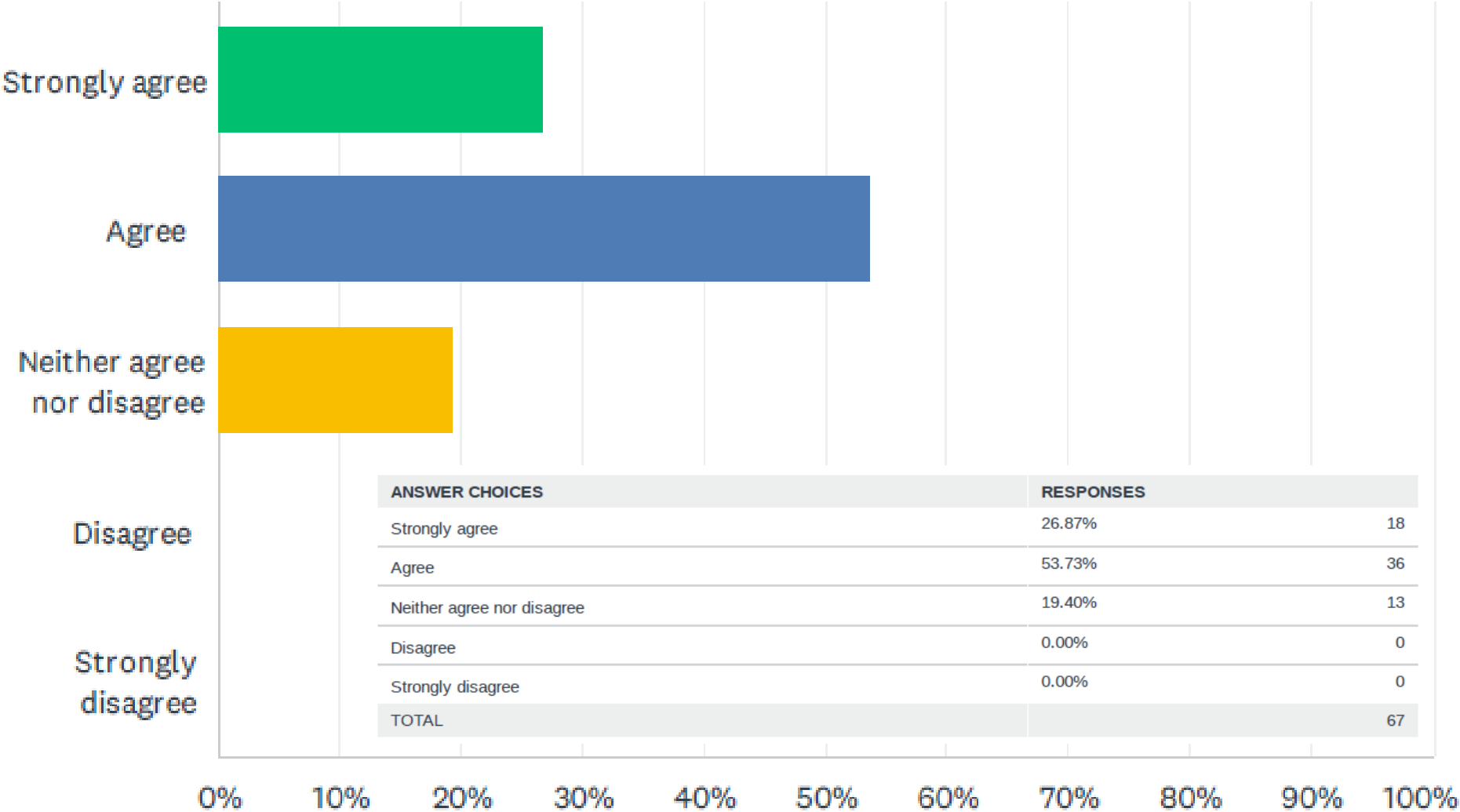
Q15: Individuals in my organization can report safety issues without fear of negative consequences. *Please select only one answer.*

Answered: 67 Skipped: 51



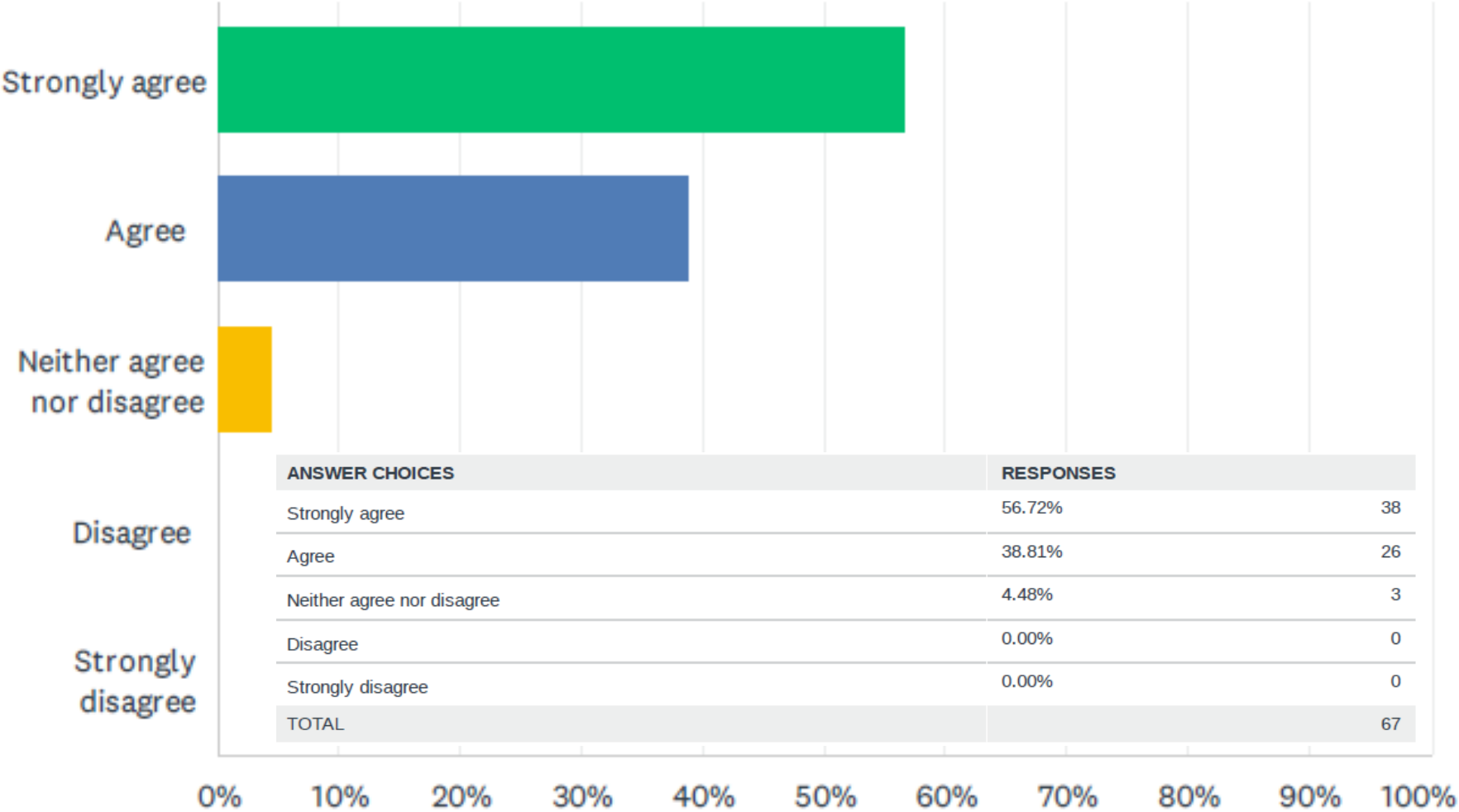
Q16: Individuals in my organization receive timely feedback on how their safety concerns are being addressed. *You may only select one answer.*

Answered: 67 Skipped: 51



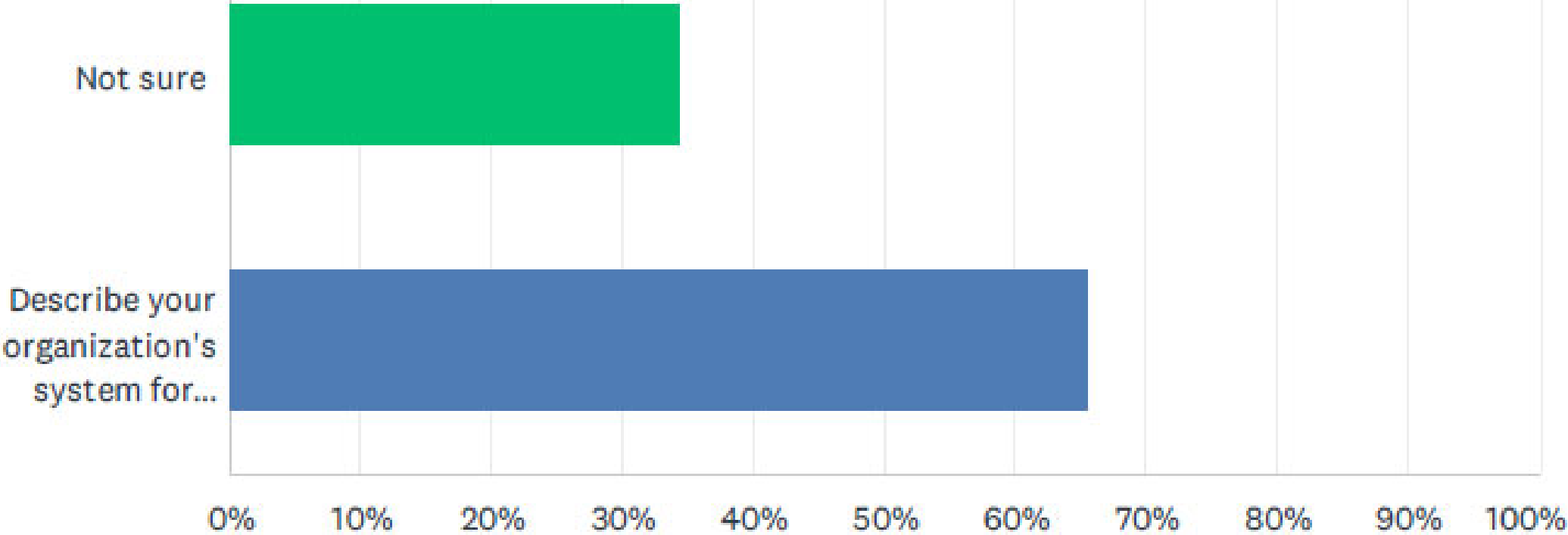
Q17: Safety issues are investigated to find underlying causes, rather than to place blame in my organization.

Answered: 67 Skipped: 51



Q18: Describe how your organization maintains employee confidentiality when reporting issues.

Answered: 67 Skipped: 51



ANSWER CHOICES		RESPONSES	
Not sure		34.33%	23
Describe your organization's system for maintaining employee confidentiality below:		65.67%	44
TOTAL			67

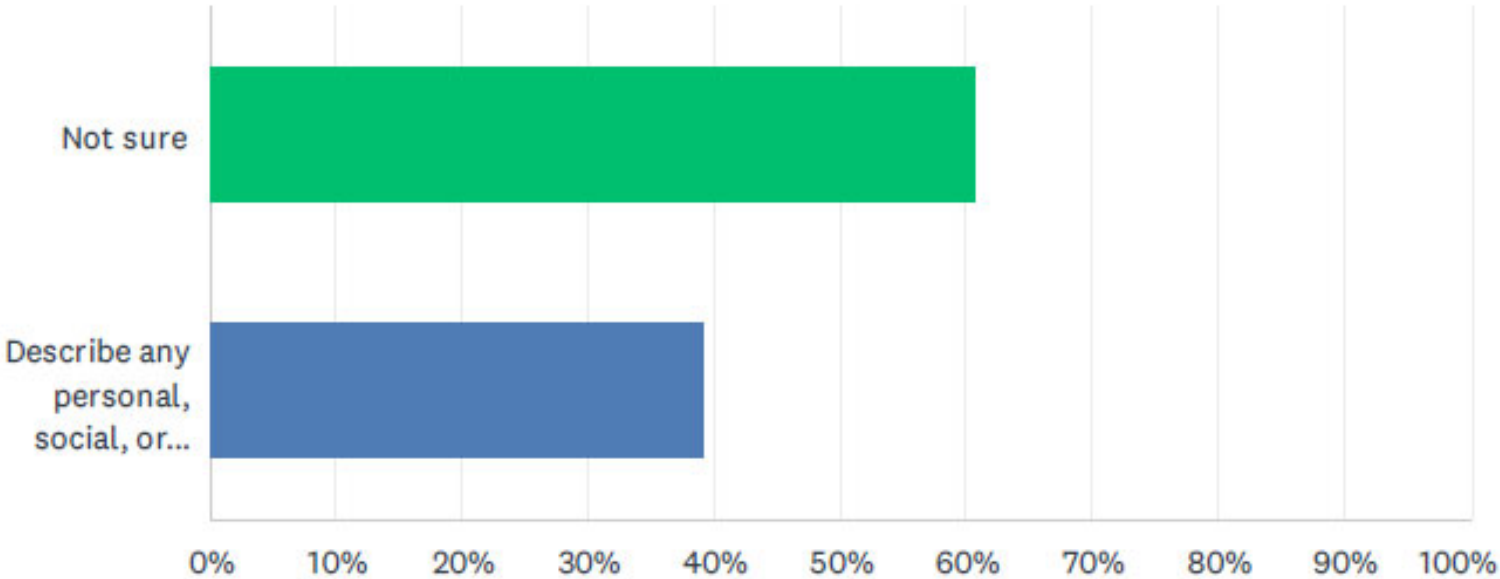
#	DESCRIBE YOUR ORGANIZATION'S SYSTEM FOR MAINTAINING EMPLOYEE CONFIDENTIALITY BELOW:
1	- Mandatory reporting: all related information is protected at varying levels according to our SOP. - Voluntary reporting: the identity of the reporter is kept within corporate safety department's line of management. However, there's still a possibility that the ops unit can guess the identity of the reporter due to the content of the report.
2	Through a well established management system with clear safety policy from the accountable executive and actively practice Just culture
3	Individual can raise report/safety concern anonymously if he/she wishes to.
4	applying on web base reporting system
5	Mandatory and Voluntary reports are directly send to ats-sms either thru email or personally handover.
6	EMPLOYEE CONFIDENTIALITY MAINTAINED
7	Requirements.
8	Our staff have responsibility to keep mindset of Safety first.
9	we have a non-confidentiality clause and we de-identify reports
10	CAN SEND REPORT WITHOUT NAME
11	confidential process to protect reporter
12	The staff can report anonymous
13	Implement Just culture in the organization
14	data kept by authorized staf

15	All safety reports are classified as confidential according to government record keeping system
16	1) for staff reporting safety issue, a lay-down procedure has been established and their confidentiality was protected. 2) confidential report can only be accessed by restricted personnel.
17	Only the ANS Safety Office within [Name of ANSP de-identified] receives the voluntary safety reports and reporter's name would not be shared beyond the ANS Safety Office. Such reports would be de-identified prior to sharing feedback with the relevant Division / Unit and archival
18	A Voluntary Safety Reporting Program [Abbreviation/Name of Program de-identified] success is based on its ability to maintain submitter confidentiality. While [Abbreviation /Name of Program] are confidential reporting systems, they are not anonymous programs and excluded reports may not receive the same confidentiality protection as accepted reports. Confidentiality means that individually-identifiable information is disclosed only on a need-to-know basis and only to those with [Abbreviation] authorization. It does not mean complete submitter anonymity. Information submitted to a [Abbreviation /Name of Program] is protected from the [Regulations de-identified] . Court-ordered release of [Abbreviation /Name of Program] reports are done under a Protective Order. Protective Orders prevent the disclosure of sensitive information except to certain individuals under certain conditions, thus ensuring confidentiality and [Abbreviation / Name of Program] integrity.
19	The name of the person is not mentioned on reports and when discussing regarding an incident
20	The reporter's name can only be verified by one person in charge of managing the reporting registration system.
21	Very open culture. Strong Protection of incident data
22	Data protection policy and handling procedures
23	Only SMS team will collect and discuss together follow under no blame and just culture.
24	1, safety reporting system access right control 2, safety report de-identified.
25	Occurrence management process includes the requirement for the occurrence record and investigations to be recorded such that the identity of individuals involved is not freely accessible

26	Just Culture Policy
27	follow procedures to safeguard safety data and information while enable safety information sharing according to [Name of ANSP de-identified] Standard Operating Procedures in Protection of Safety Data and Information
28	Encourage employee to report and sharing safety data/analysis
29	protect the information's reporter and usually communicated safety culture to Safety manager and staff.
30	we strongly maintain
31	VIA [possible brand name] REPORTING, OPTION AVAILABLE FOR EMPLOYEE CONFIDENTIALITY
32	The Reporter information will be hidden on the Reporting Database
33	Just culture policy. Feedback and communication
34	confidential reporting
35	Confidentiality is maintained as the reports goes only to SMS manager.
36	The [possible post title] / Safety Manager is the custodian and has the access to all confidential reports
37	Only Safety Manager and gate keeper has the access to the names.
38	We have adopted Just Culture
39	N/A
40	We have Just culture policy, safety culture policy signed by President and also management commits to policv. plus we have STANDARD OPERATING PROCEDURES: Protection of Safety Data and Information
41	Safety reporting system deidentifies reporter. Strict procedures on protection of safety information.
42	1. Anonymous Reporting Mechanisms: Implement anonymous reporting systems, such as web-based platforms, hotline services, or suggestion boxes, to allow employees to report incidents or concerns without revealing their identity1 . 2. Data Protection and Privacy Policies: Establish clear data protection and privacy policies that outline how confidential information should be handled, stored, and transmitted securely1 .
43	hazard confidential report only can be seen by safety officer of the [abbreviation] .
44	Reports may be submitted as confidential if desired, all reports are de-identified in reporting

Q19: Describe any personal, social, or legal consequences that are faced by individuals who make mistakes (if any.)

Answered: 56 Skipped: 62



ANSWER CHOICES

Not sure

Describe any personal, social, or legal consequences that are faced by individuals who make mistakes below:

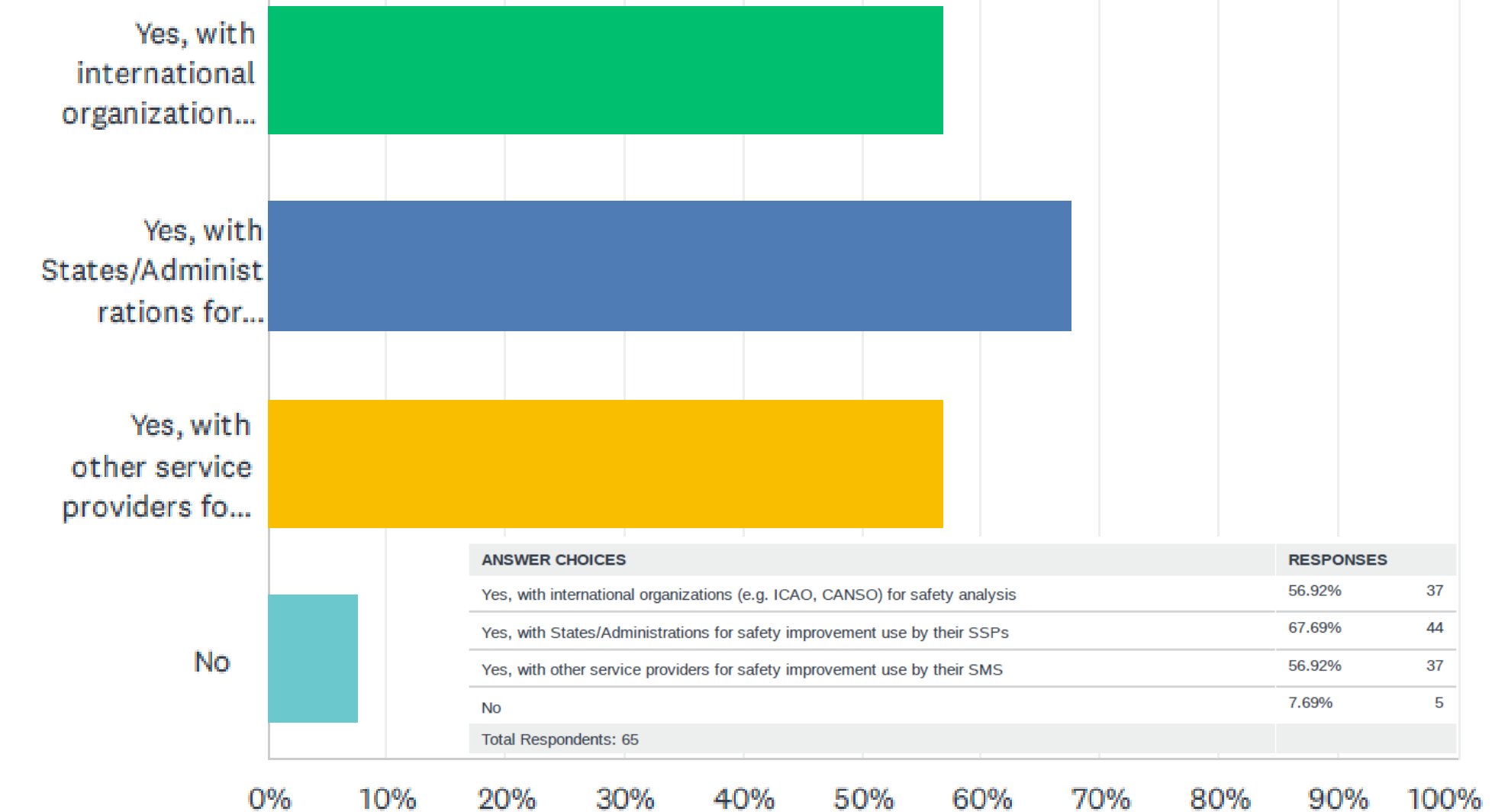
TOTAL

#	DESCRIBE ANY PERSONAL, SOCIAL, OR LEGAL CONSEQUENCES THAT ARE FACED BY INDIVIDUALS WHO MAKE MISTAKES BELOW:
1	No disciplinary actions nor legal consequences. Personal/social consequences - depends on the nature of the mistakes
2	Controllers on duty when [possible flight no.] crash happened to this day were removed from active atc duty while they were not to be blamed and even the final accident investigation report didn't put any direct blame on them
3	Enforcement actions as per state laws of aviation
4	EMPLOYEE CONFIDENTIALITY MAINTAINED
5	No blame culture is in place
6	gradually treated
7	From the perspective of aviation safety management, when handling mistakes reported by our ANSP personnel, we apply ICAO Annex 19 practices to promote a positive safety culture, and to protect safety data / information and their sources according to the guidelines in ICAO Annex 19 Appendix 3
8	No blame culture is exercised in [Abbreviation of ANSP] SMS. If serious mistake is committed, will take the staff away from work immediately and related training and briefing will be given before the staff to resume work.
9	[Abbreviation of ANSP]ANS adopts a just culture policy within the established SMS that ensures no punitive actions against individuals but gross negligence or willful violations are not tolerated
10	There was no real legal punishment, but individuals tend to think that if their mistakes are revealed, they will be blamed by the Director or CEO.
11	none at all!

12	suspension of license scheme established
13	They feel stress and depress, loss confident and still cannot move on easily.
14	Depends on the individual event and its Severity etc.
15	[Name of ANSP] has implemented a Just Culture policy and related decision tools to help ensure that non-malicious mistakes are not punished, but that instead a systems approach is applied to improve future safety.
16	support those who have reported an occurrence and treat those who have been involved in an occurrence fairly
17	For intentional mistake, the personnel may face legal consequence / administrative sanctions. . Otherwise they will be given briefing and refreshing training.
18	If the mistakes considered acceptable, nothing happens to that person. But if it's unacceptable behavior, there will be disciplinary punishment
19	Acceptable errors are tolerated. Some are addressed in training and procedure review. Unacceptable errors may result in performance review, long-term behavior adjustment recommendation, or disciplinary action.
20	no consequences
21	[Possible Abbreviation of Regulations]
22	The company has a strong Just Culture policy

Q20: Does your organization share safety information externally under appropriate safety information protection arrangements)? *You may select more than one answer.* (Remarks : see SOE : “Appropriate safety information and knowledge is shared with industry stakeholders. Information disclosure complies with agreed publication and confidentiality policies / agreements.”)

Answered: 65 Skipped: 53



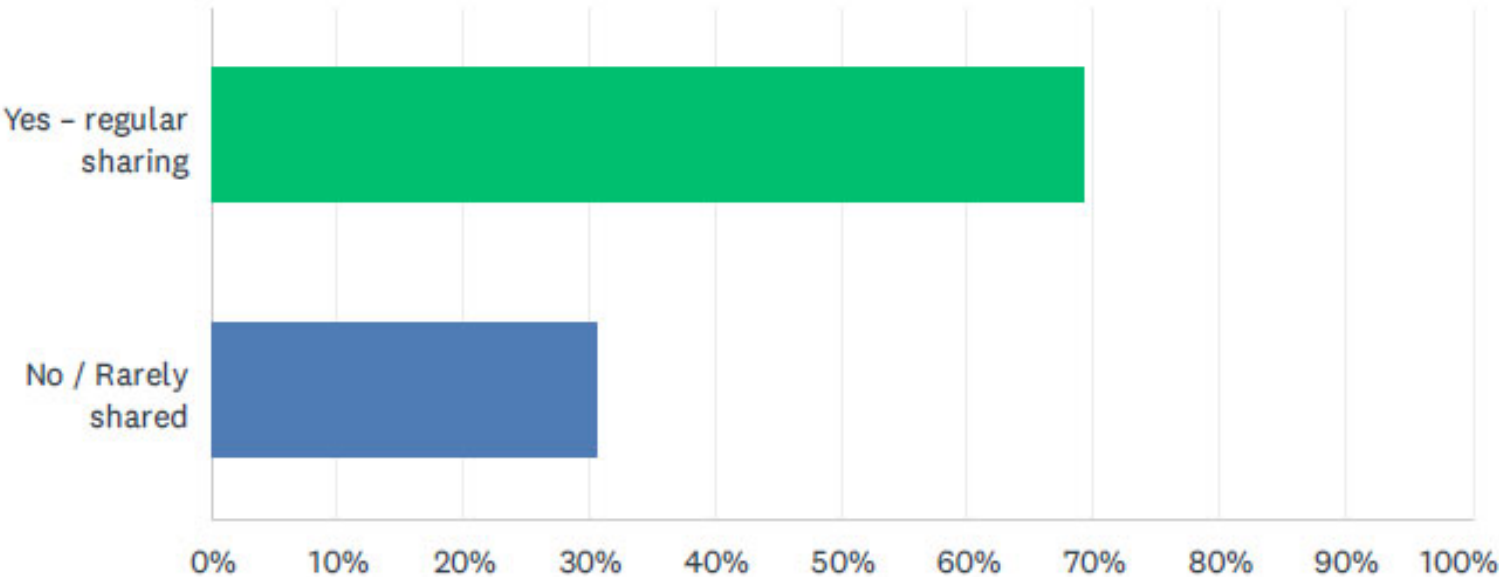
Q21: Does your organization have an effective mechanism in place for periodic sharing? *Please select the most appropriate response(s) below. You may select more than one answer.*

Answered: 65 Skipped: 53



Q22: Does your organization share safety information externally under appropriate safety information protection arrangements?With other service providers (e.g. ANSPs, AOCs, aerodromes etc):

Answered: 65 Skipped: 53



ANSWER CHOICES	RESPONSES	
Yes – regular sharing	69.23%	45
No / Rarely shared	30.77%	20
TOTAL		65

Q23: If you answered yes, what is shared with other SMS regularly or maybe provided upon request?

Answered: 29 Skipped: 89

#	RESPONSES
1	Regulator - all occurrence reports and other related information upon requests Airport operators - related occurrence reports shared monthly Air Operators [country de-identified] - investigation reports shared with the involved operator Air Operators - transcripts/sequence of events shared upon requests Accident Investigation Authority - everything related to accidents & serious incidents is shared Occurrences that are considered LHDs are shared with the RMA and RASMAG
2	Any pertinent information required by stakeholders
3	The radar system monitors real time birds and drone activities surrounding airport. Provide risk assessment with alert management.
4	mandatory occurrence reports
5	Some of Occurrence that have to find out the way that can be prevent further accident or incident that will be occur in the future.
6	Safety Statistics
7	airprox
8	Safety information regarding incidents and occurrences is shared with aircraft operators concerned to prevent recurrences
9	Lesson learnt of every technical safety occurrence
10	Occurrence rates relating to taxi errors, runway incursions, runway excursions and availability of CNS systems are shared with other service providers regularly. Other SPI- related data may be provided upon request.

11	Annual CANSO SoE in SMS annual results. The [ANSP de-identified] also shares data with other ANSPs on occasion for comparative safety analysis and lessons learned.
12	We share the results of safety data analysis and reporting system operation results with institutions that process national aviation safety data.
13	Lagging indicators for safety data (SMI, RI, AI) Maturity of Safety Management System questionnaire
14	Safety data such as statistical information, description of safety occurrences and follow-up actions, achievements of SPI/Ts, lessons learnt from incidents (others)
15	We will provide report upon request only which must be authorized from SMS department.
16	Event's description finding(s), root cause(s) and mitigations.
17	Amongst the various agencies that contribute to the State Safety Program, there is published data sharing agreements and supporting mechanisms in place that enable the continuous open sharing of safety data (amongst ANSP, Regulator and Investigation Agency in particular). Other examples of Service Provider specific arrangements include ANSP/Airport/Runway Safety Forum data sharing arrangements (which occur on a frequent ongoing basis).
18	Hazards and Occurrences
19	Mandatory Report
20	Incident and accident details
21	Safety Occurrence, contributing factor, occurrence trend, hotspot map

22	We share statistics of runway operation issues with aerodrome operators monthly and incident information with airline operators upon request
23	Only Risks and its mitigations
24	Lessons learnt Industry issues Latent issues which may affect other ANS
25	LESSONS LEARNT, INDUSTRY ISSUE, LATENT CONDITIONS WHICH MAY AFFECT OTHER ANS
26	on need be basis
27	N/A
28	runway safety information with aerodrome, and any safety information involved military unit, we will share with them as well. Plus, if it involves with airline operation, we will share with them. However, all information will be de-identified and handled under the conditions of safety data protection.
29	Montly distribution of deidentified information from safety reporting system to aerodrome.

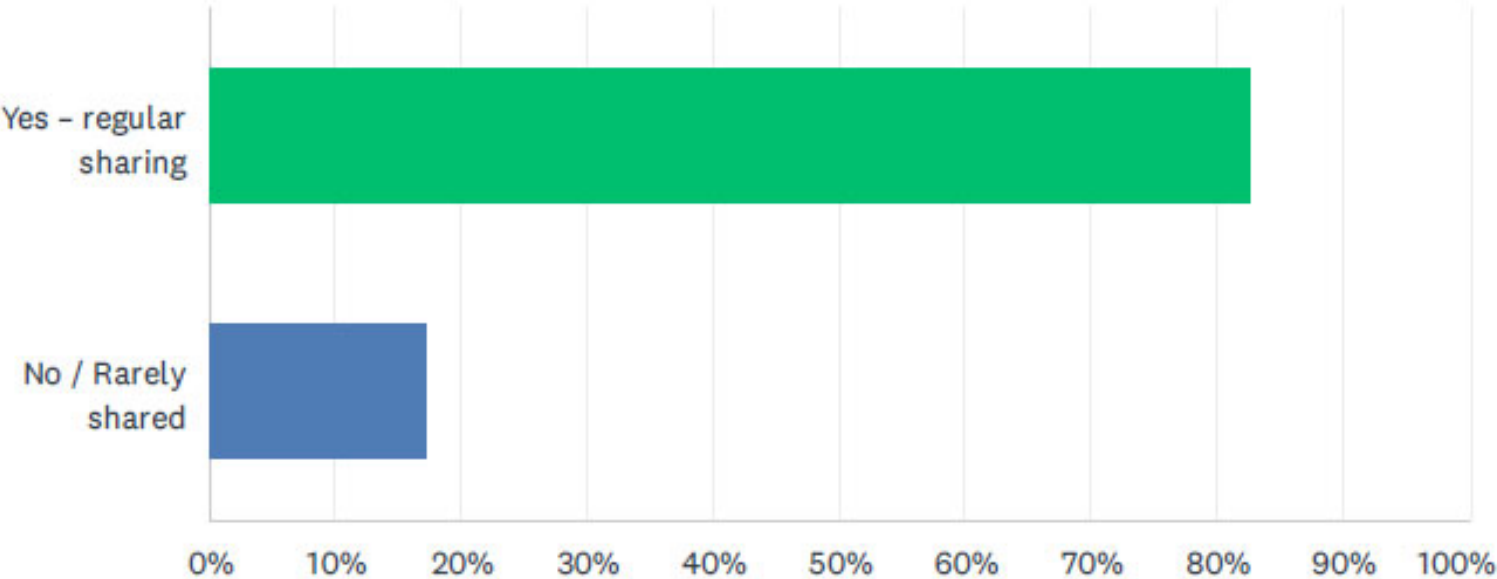
Q24: If you answered no, what data/information are the factors/restrictionsthat may have hindered sharing?

Answered: 10 Skipped: 108

#	RESPONSES
1	Not sure
2	Not sure is there any regulations in sharing the data/information with other service providers. Sometime the data is shared upon requested and involved with high risk of incident.
3	Sharing to limited organizations/ institutions only
4	Some thing that
5	Share the data up on request.
6	No policy on sharing data
7	Depending on the issue, if it is significant related to ANSPs AOC and aerodrome the information will be shared case by case basis.
8	Not sure
9	incident details
10	incomplete data /information reduce confidence in sharing.

Q25: Does your organization share information with State/Administrations?

Answered: 64 Skipped: 54



ANSWER CHOICES	RESPONSES
Yes – regular sharing	82.81%
No / Rarely shared	17.19%
TOTAL	

Q26: If you answered yes, what data/information are shared with States/Administrations for SSP usage regularly or may be provided on request ?

Answered: 37 Skipped: 81

#	RESPONSES
1	See previous answer.
2	Not sure
3	Mandatory report is shared with state under regulation.
4	Relevant information as deemed necessary
5	Historical reporting of bird activity, risk, near misses, etc. by period will be shared for risk mitigation plan.
6	MOR
7	Aircraft safety-related information.
8	MOR
9	Every thing that our stated want to know for improve the safety programmed
10	Engine and component defects
11	Mandatory reports
12	Usually in ICAO meetings
13	Information that is required to be shared according to state regulations
14	SPI's established by the regulator.
15	Serious / major incidents SMI, RI and AI Maturity of safety management

16	Same as previous, more on requests
17	Not applicable on this data
18	Event's description finding(s), investigation, root cause(s) and mitigations.
19	A formal data sharing agreement is in place between various agencies contributing to the State Safety Program (mainly ANSP, Regulator and Investigator agencies). Mandatory and non mandatory occurrence data is shared. Additionally, via the National Aviation Safety Plan, Airservices provides data to the State for various ANSP specific SPI (e.g. CANSO SMS Maturity level).
20	N/A as I am from Airlines Operators
21	The reports from safety report system that consider might effect with safety - Incident - Technical problem - Coordination - Large height deviation - Obstacle in the air - GNSS jamming and spoofing - Other
22	Mandatory Report
23	Incident & accident details. SPI Data
24	Regularly
25	safety statistic, investigation report
26	Mandatory and voluntary occurrence, SPI Trend, Safety Risk Assesment , Safety Oversight audit

27	May be provided on request
28	We send all Mandatory occurrence reports that required by law to the CAAT regulatory and other reports upon request
29	As describe by State the data is shared.
30	SPI/SPT
31	COMPLIANCE REPORT OF SSP.
32	Provided on request to the regulator
33	N/A
34	all safety issues in accordance with Requirement of [ANS regulator de-identified] no 22 on reporting
35	MORs.
36	Acceptable Level of Safety Performance Incident Feedback
37	ALoSP

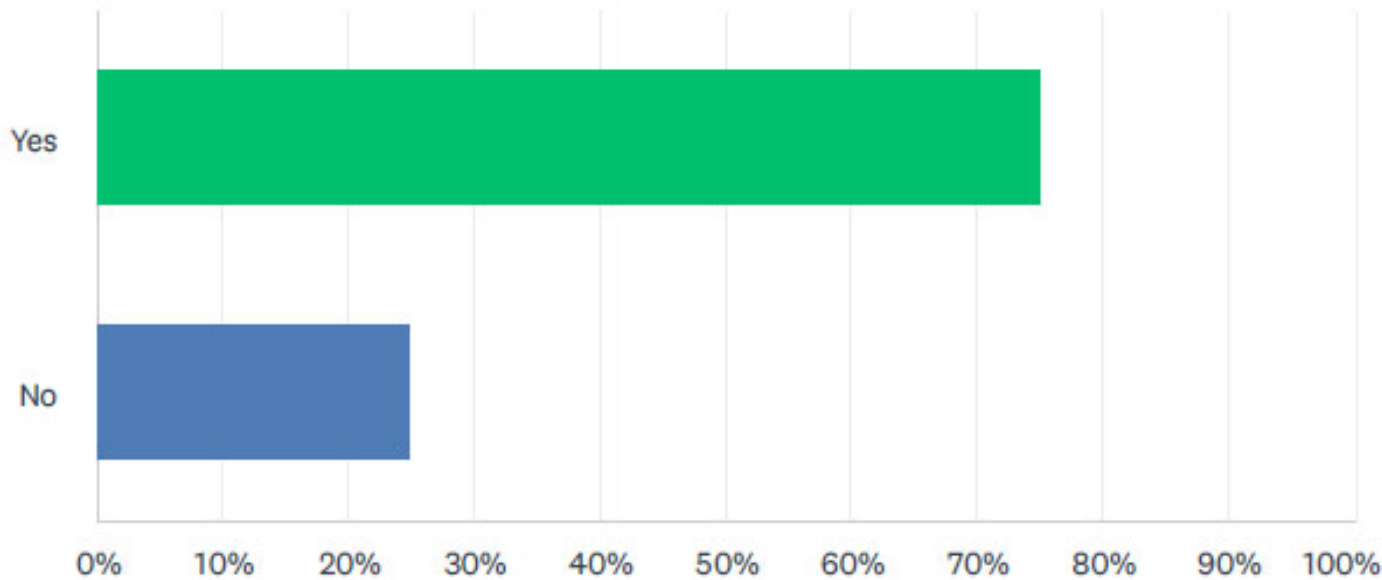
Q27: If you answered no, what are the factors/restrictions may have hindered sharing.

Answered: 5 Skipped: 113

#	RESPONSES
1	agreement on data protection
2	Safety information is usually shared with airline operators and international body only
3	Nil requests currently, but may be facilitated accordingly based on assessment of request
4	The [ANSP de-identified] only shares safety information with other ANSPs with which it has an agreement. To my knowledge, there are no agreements to share with States or administrations.
5	data quality issues

Q28: Does your organization share information with international organizations (e.g., ICAO regional bodies, CANSO, Flight Safety Foundation)?

Answered: 64 Skipped: 54



ANSWER CHOICES	RESPONSES	
Yes	75.00%	48
No	25.00%	16
TOTAL		64

Q29: If you answered yes, what data/information are shared regularly or may be provided upon request?

Answered: 35 Skipped: 83

#	RESPONSES
1	See previous answer.
2	All necessary info for audit purposes
3	De-identified safety report and data
4	Inflight and on-ground incidents, Ramp inspection reports etc
5	incident and historical reports.
6	Share mandatory report to BARs safety foundation
7	Aerodrome layout, Air traffic service, Air navigation equipment, Approach Chart, Obstacle clearance limit.
8	Every thing that they want for Improve safety programmed
9	Not sure, may be safety statistics
10	Safety information on incidents, occurrences and traffic movement statistics are shared with CANSO
11	To share information on equipment development in a working paper or information paper
12	SPIs such as the number of loss of separation, runway incursion, and runway excursion occurrences. Information related to the organisation's SMS to measure SMS maturity. [CAA de-identified] also shares information under the CANSO Safety Information Exchange Programme
13	The [ANSP] routinely shares safety information in ICAO global and regional bodies, CANSO, Flight Safety Foundation, IATA, and others.
14	LHD
15	Provided on request to CANSO

16	see before		
17	Not applicable on this data		
18	Event's description finding(s), root cause(s) and mitigations.		
19	CANSO annual safety performance benchmarking. Additionally, data would flow to ICAO via the State (which [ANSP] contributes to).		
20	Upon request		
21	Mandatory Report		
22	Upon request or present to the specific annual meeting		
23	no. Loss of separation and no. runway incursion		
24	[State de-identified] has followed AP Share Project under FSF in 2019-2021, [ANSP] supported data unstabilize approach resulting go around.	28	IDX FDX GDDB
25	May be provided upon request	29	IDX AND FDX, GDDB
26	statistics on LoS and RI yearly	30	Required Data
27	GDDB	31	N/A
		32	Loss and RI and RE
		33	CANSO.
		34	provided upon request
		35	LHD data, ALoSP

Q30: If you answered no, what are the factors/restrictions that may have hindered sharing.

Answered: 9 Skipped: 109

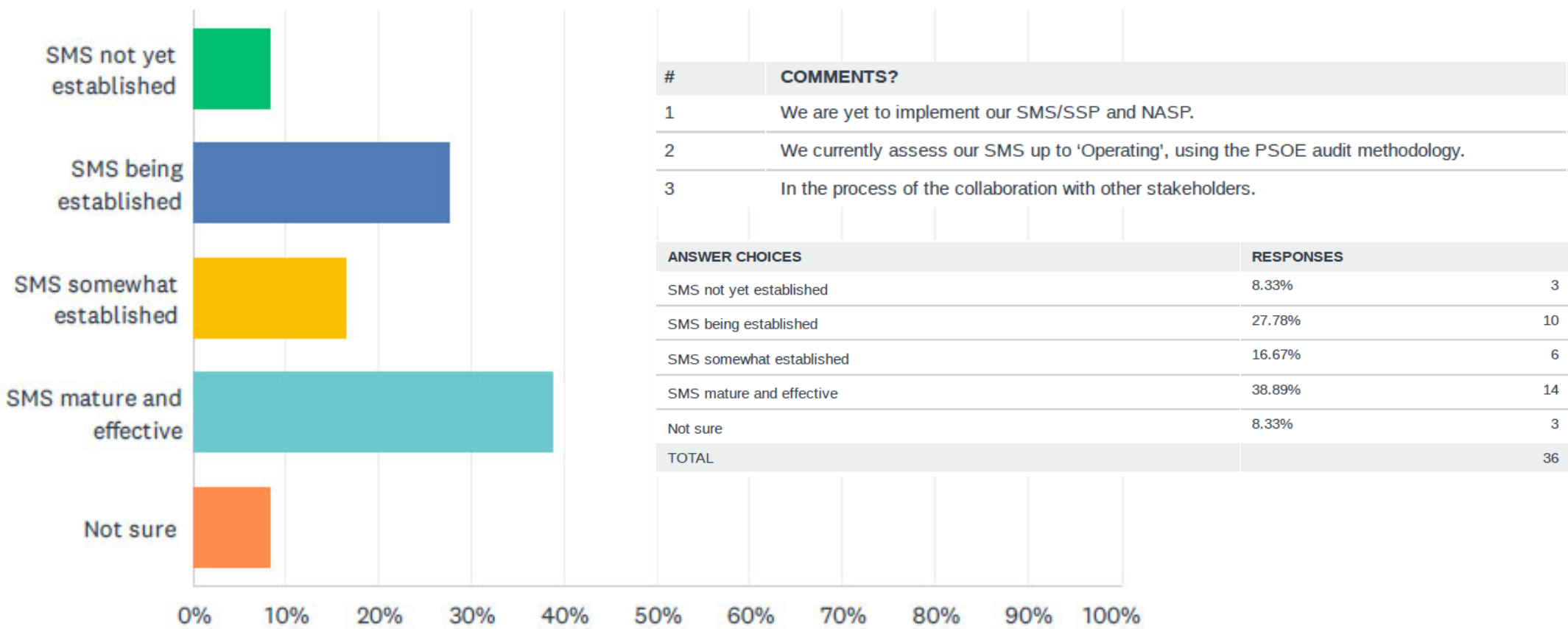
#	RESPONSES
1	REGULATOR DOES
2	n/a
3	just report to authority
4	No requirement / no contact point / known channels
5	agreement on data protection
6	Mostly data are sent to our regulator authority body who consolidates and decides sharing to international aviation bodies.
7	I am Airlines Operators
8	It is shared through local regulator
9	concerns that data/ information shared might expose errors or weaknesses.

Part 2 - Questions for States/Administrations (Regulators)

Questions for States/Administrations

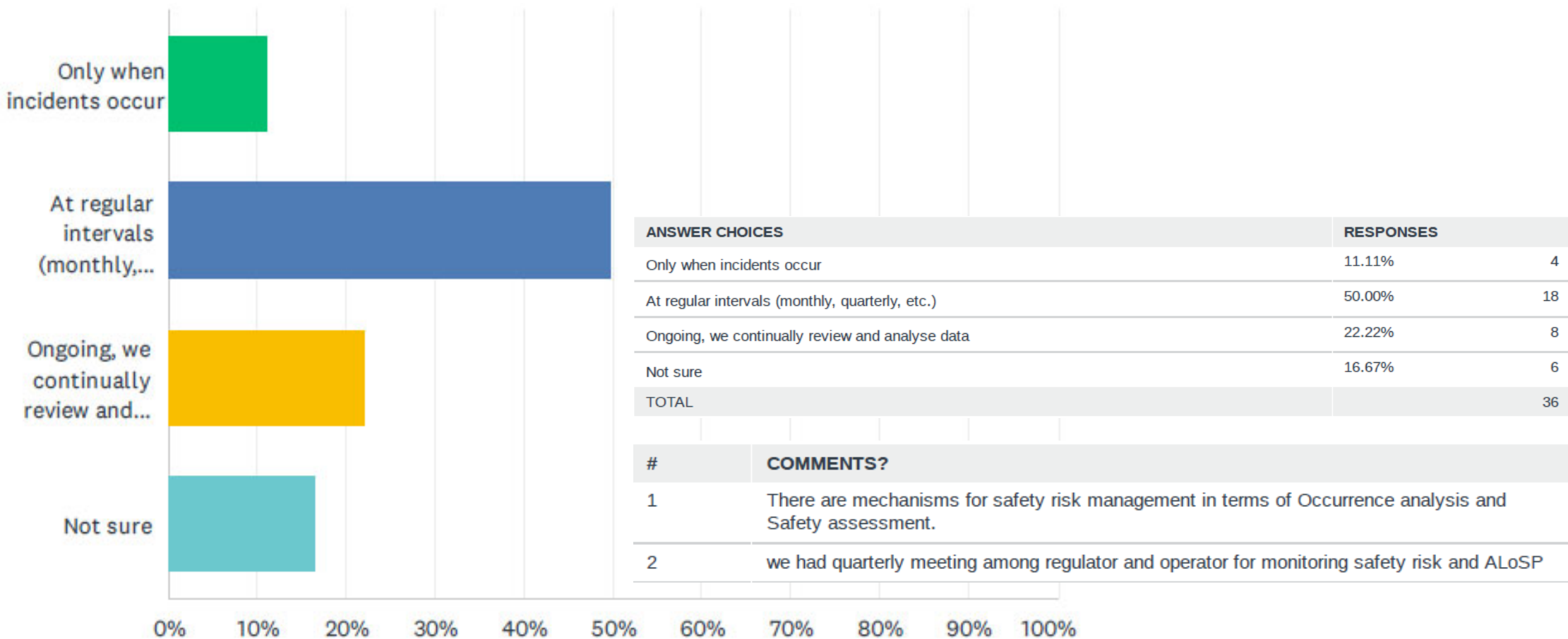
Q32: How would you rate your ANSP's SMS in general?

Answered: 18 Skipped: 56



Q33: How often does your ANSP regularly review and analyse data to manage safety risks?*(Remarks : see Annex 19 “The service provider shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards* **Note — The process may include predictive methods of safety data analysis.”)**

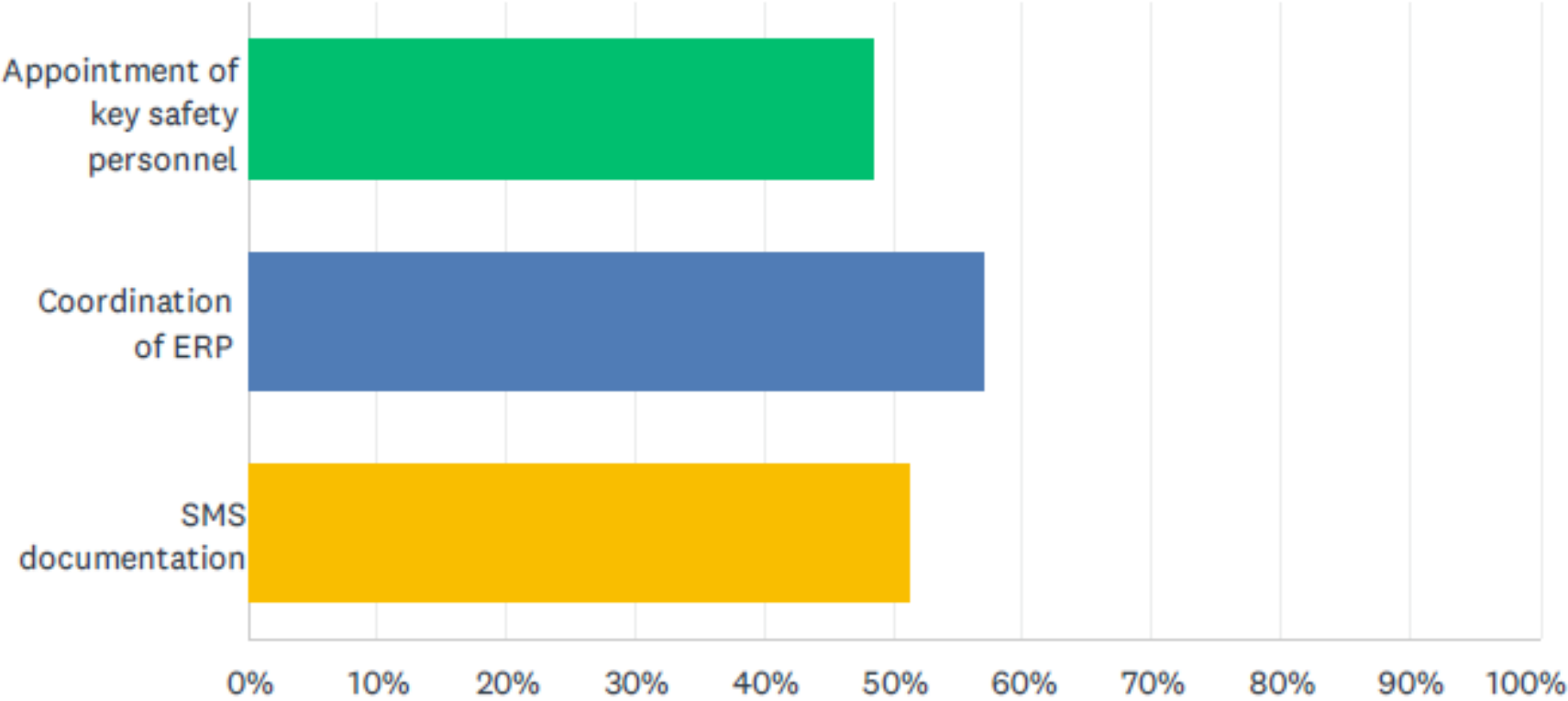
Answered: 36 Skipped: 82



Challenges in implementing an SMS from a State perspective.
Q34: SMS Component 1 (Safety Policy and Objectives). *You may select more than one answer.*

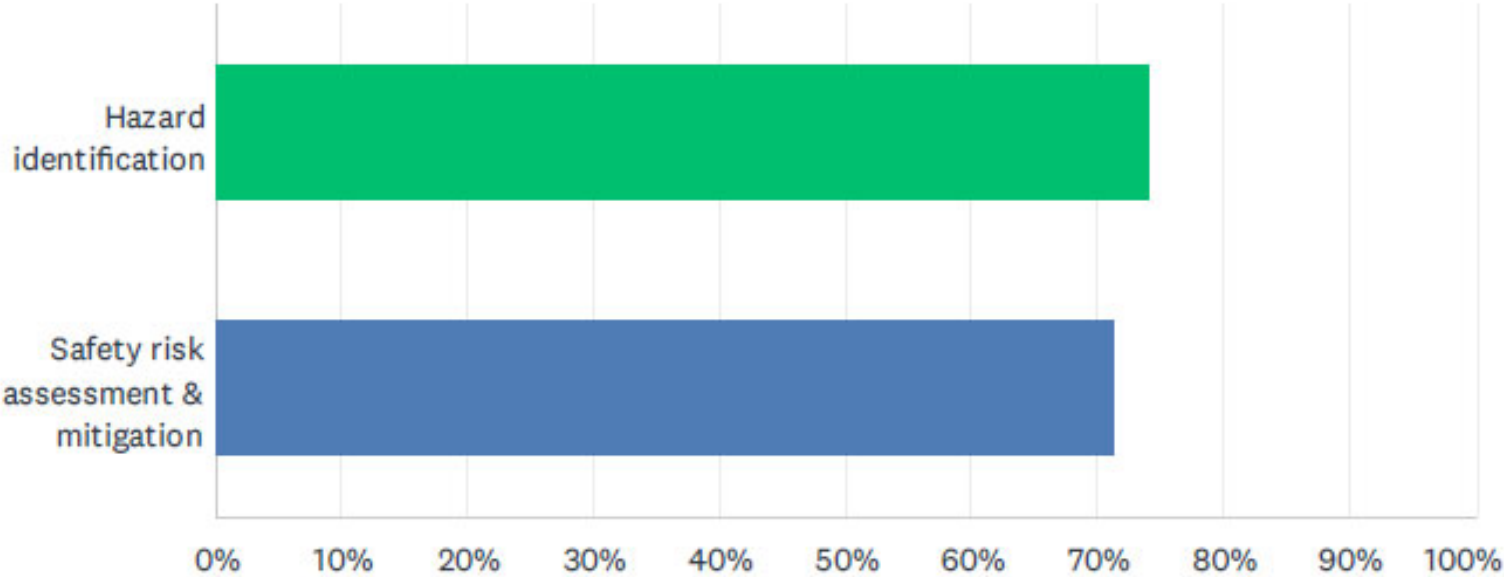
Answered: 35 Skipped: 83

ANSWER CHOICES	RESPONSES	
Appointment of key safety personnel	48.57%	17
Coordination of ERP	57.14%	20
SMS documentation	51.43%	18
Total Respondents: 35		



Q35: SMS Component 2 (Safety Risk Management). You may select more than one answer.

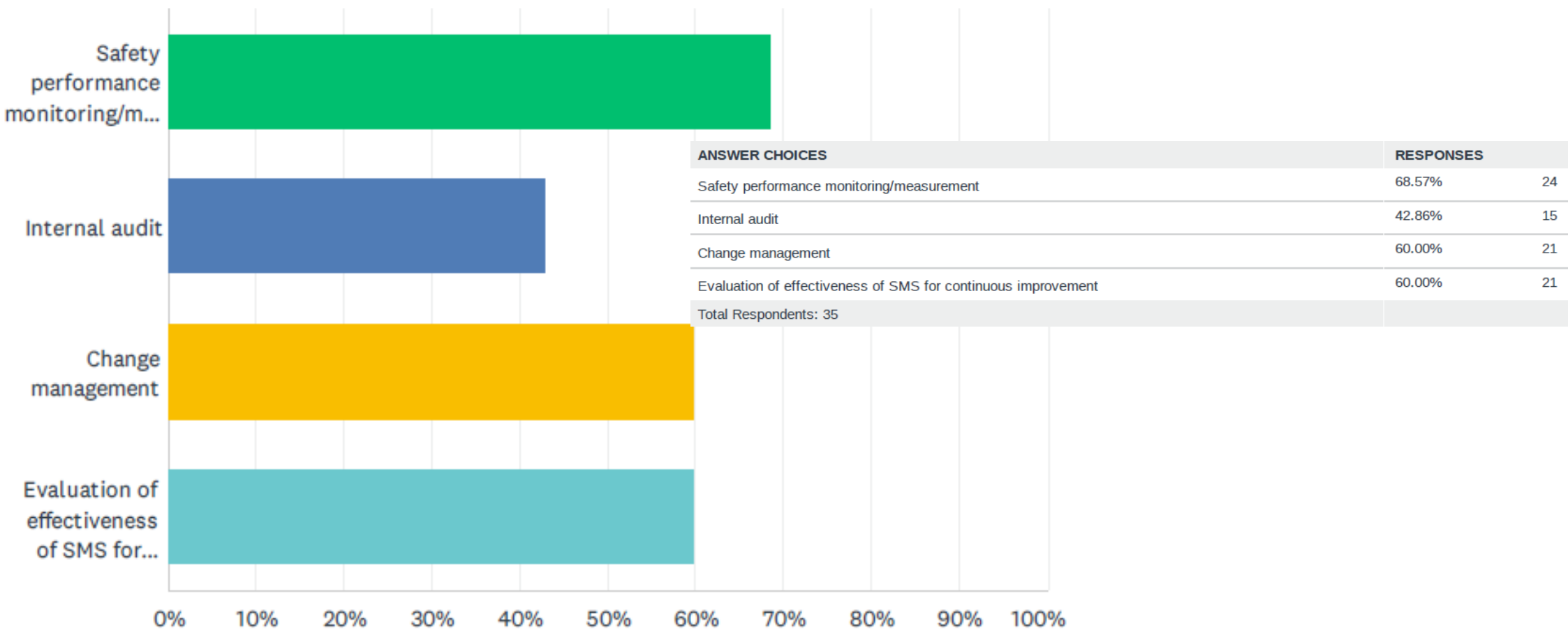
Answered: 35 Skipped: 83



ANSWER CHOICES	RESPONSES
Hazard identification	74.29%
Safety risk assessment & mitigation	71.43%
Total Respondents: 35	

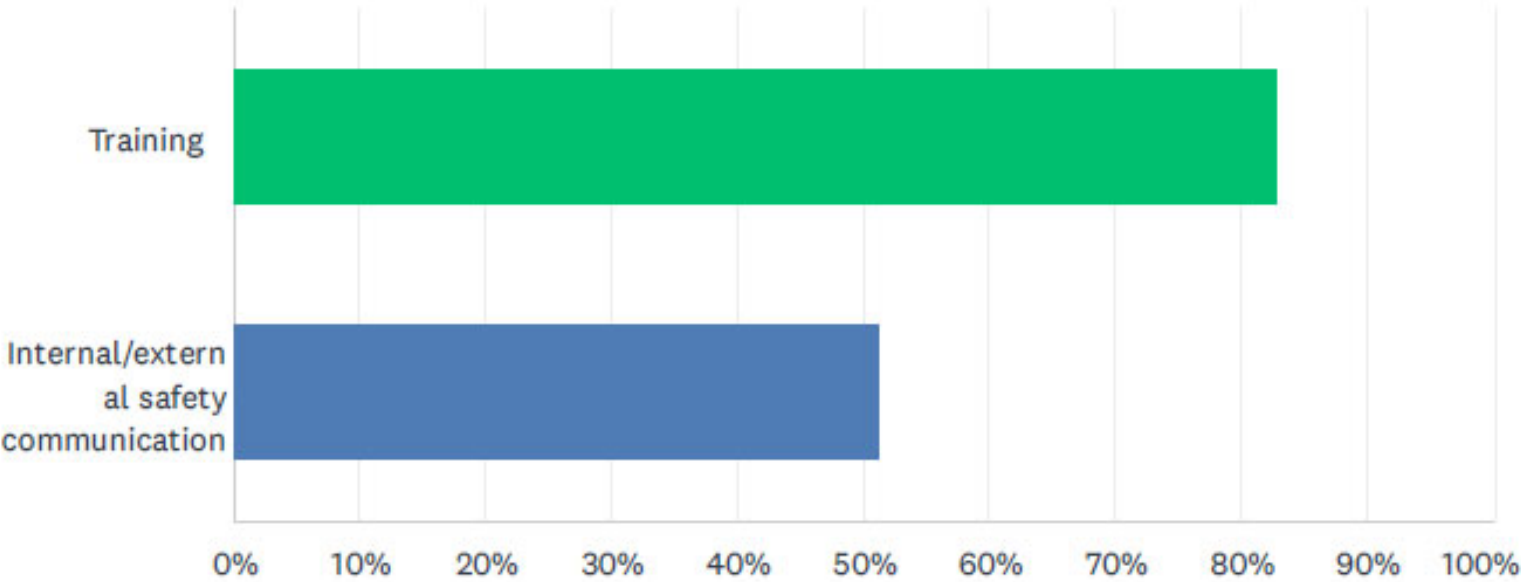
Q36: SMS Component 3 (Safety Assurance). You may select more than one answer.

Answered: 35 Skipped: 83



Q37: SMS Component 4 (Safety Promotion). *You may select more than one answer.*

Answered: 35 Skipped: 83



ANSWER CHOICES	RESPONSES	
Training	82.86%	29
Internal/external safety communication	51.43%	18
Total Respondents: 35		

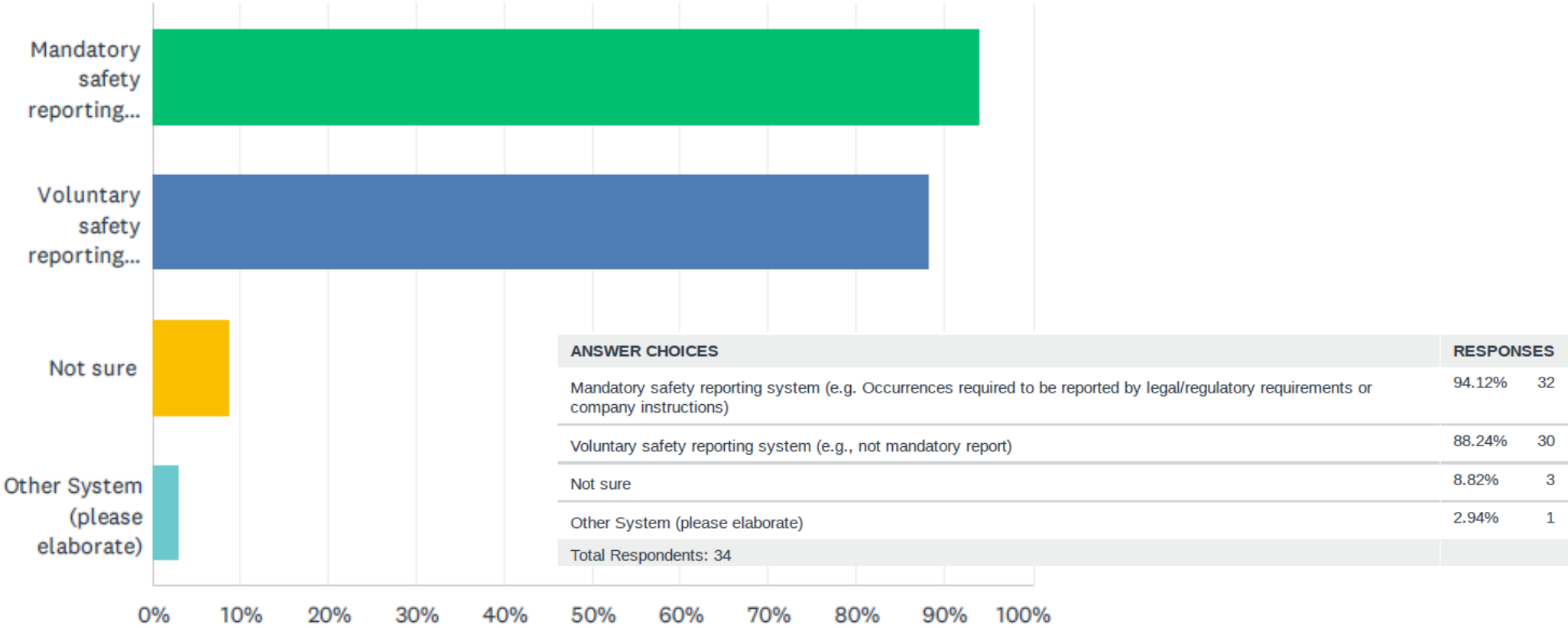
Q38: Any remarks? Please enter them below

Answered: 8 Skipped: 110

#	RESPONSES
1	Trust within the stakeholders is an important factor.
2	Our SMS/SSP is not fully implemented.
3	No comments
4	We are still enhancing our SMS assessment methodology to eventually assess 'Effective'.
5	The impact of the pandemic has caused some parts of the SMS system implementation to be disrupted.
6	The response submitted against question 7 to 10 is not applicable for us as SMS is mature and effective. However due to mandatory questions we have submitted random responses.
7	Coordination of ERP involving airport operator and other stakeholder, its also depend of their budgeting
8	While these challenges exist for our ANSP they are not unusual nor overly concerning and can be experienced by any service provider regardless of the maturity of their SMS. Challenges arise at various stages of implementation and management of an SMS.

Q39: What systems are used to collect safety reports from your ANSP?

Answered: 34 Skipped: 84



#	OTHER SYSTEM (PLEASE ELABORATE)
1	Some ANSPs might use additional systems, such as safety management software, databases, or interfaces that facilitate the integration of data from various sources to streamline safety reporting and analysis. This can include mobile applications or online platforms designed for easy reporting.

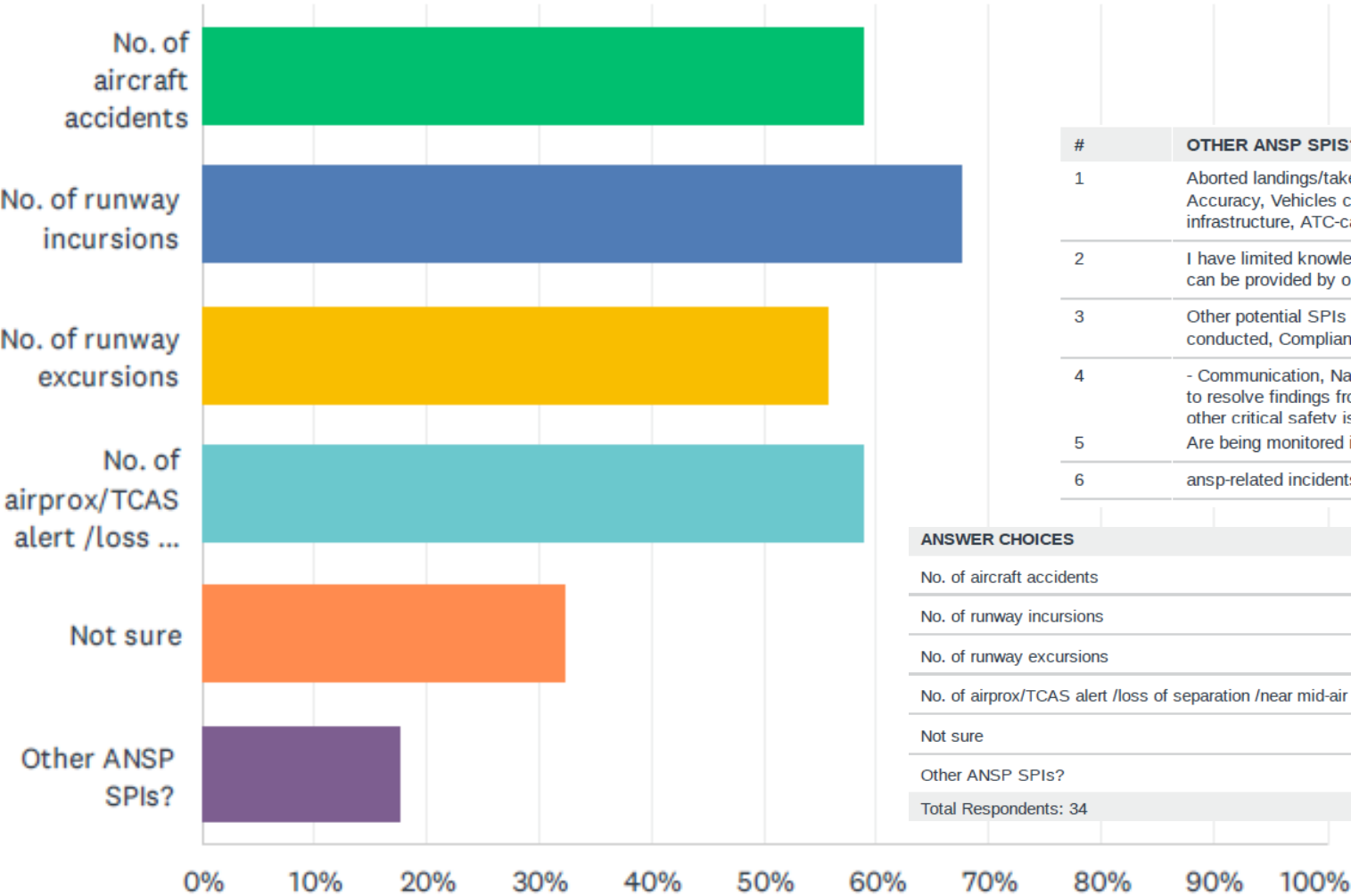
Q40: What ANS safety data/information are being captured by your SSP?

Answered: 12 Skipped: 106

#	RESPONSES
1	Runway Incursion
2	-
3	ATM/CNS occurrences or events of more significant nature are captured in [State de-identified] SSP and statistics are monitored in annual reviews, for example :- 1) ATM Safety – non-compliance with SID / STAR / Approach, missed approach, level bust, ATC coordination errors, aborted take-off, etc. 2) CNS Safety – Technical Safety Occurrences of safety critical systems in communications, navigation, surveillance, or ATM facilities. More relevant occurrences are included in [State] safety dashboard as SPIs which are monitored in quarterly reviews, such as :- 1) ATM Safety – runway incursion, loss of separation, etc. 2) CNS Services – voice communication system failure, ILS failure, radar failure, etc.
4	Aircraft incident, aerodromes and airspace accidents, incidents and occurrences.
5	No information
6	Hazards, voluntary reports, SPIs, mandatory occurrence reports.
7	n a Safety Management System (SMS), the following types of safety data and information are typically captured by an Air Navigation Service Provider (ANSP) under their Safety System Plan (SSP): 1-Incident and Accident Reports 2-Hazard Reports 3-Safety Performance Indicators (SPIs) 4-Training and Competence Records
8	Rate of occurrences related to CFIT, MAC, RE and RI .
9	• Provision of significantly incorrect, inadequate or misleading information from any ground sources, e.g. Air Traffic Control (ATC), Automatic Terminal • Information Service (ATIS), Meteorological Services, navigation databases, • maps, charts, manuals, etc. • Provision of less than prescribed terrain clearance. • Provision of incorrect pressure reference data (i.e. altimeter setting). • Incorrect transmission, receipt or interpretation of significant messages when • this results in a hazardous situation. • Separation minima infringement. • Unauthorised penetration of airspace. • Unlawful radio communication transmission. • Significant degradation / failure of CNS facilities. • Aerodrome movement areas obstructed by aircraft, vehicles, animals or • foreign objects, resulting in a hazardous or potentially hazardous situation. • Errors or inadequacies in marking of obstructions or hazards on aerodrome • movement areas resulting in a hazardous situation. • •Failure, significant malfunction or unavailability of airfield lighting.
10	Mandatory and voluntary occurrence, SPI trend, Safety Risk Assessment, Safety Oversight Audit
11	Safety occurrences
12	All safety reports in relation to safety of air navigation is collected and analysed as part of our SSP and NASP.

Q41: What are your SPIs? *You may select more than one answer.*

Answered: 34 Skipped: 84

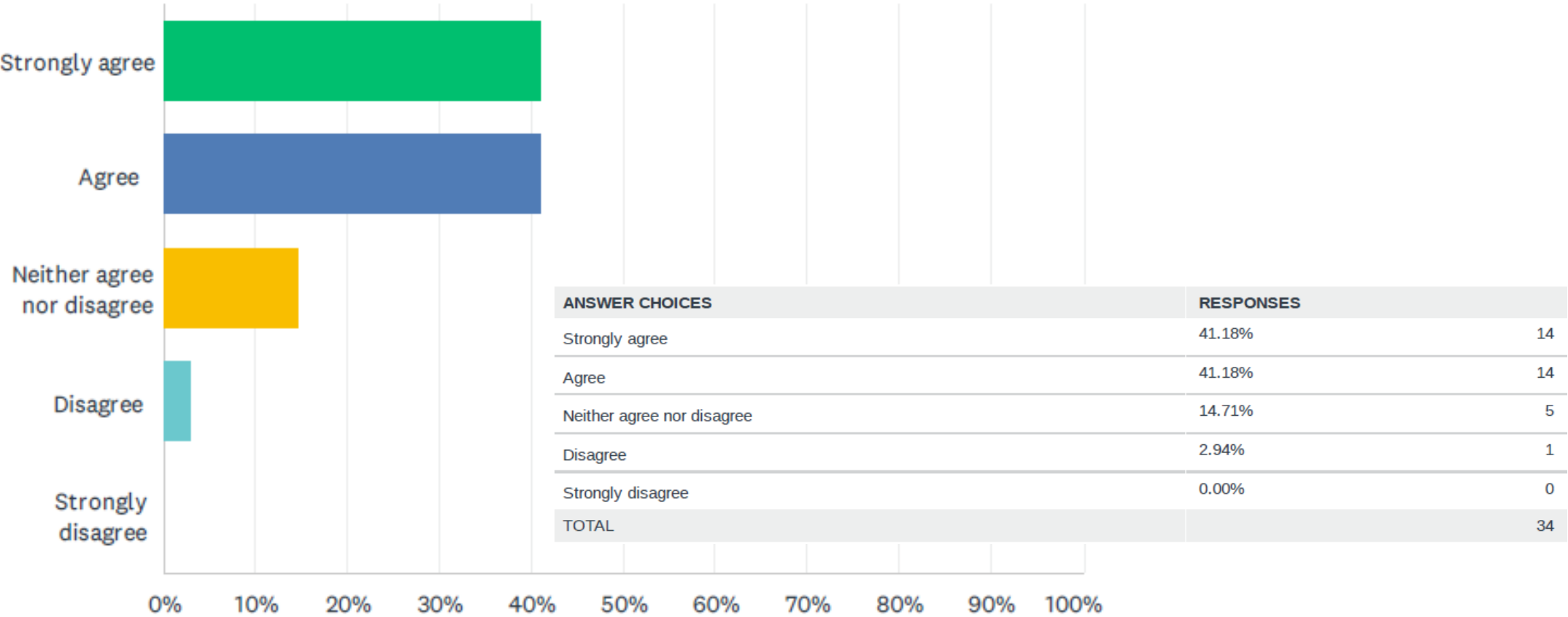


#	OTHER ANSP SPIS?
1	Aborted landings/takeoffs, Ramp Incident, Bird Strikes, NOTAM/SNOWTAM/ATS Message Accuracy, Vehicles crossing without give way to aircraft, Airside critical equipment and infrastructure, ATC-caused serious incidents / occurrences
2	I have limited knowledge on this but I am sure our SSP is continually monitoring other SPIs. can be provided by our SSP
3	Other potential SPIs may includes No. of safety reports submitted, No. of safety audits conducted, Compliance rates with safety training, Operational error rates
4	- Communication, Navigation and Serveillance Service Level - SMS Maturity Level - The ability to resolve findings from significant mandatory occurrences analysis - The ability to resolve other critical safetv issues
5	Are being monitored in terms of rate
6	ansp-related incidents per 10000 departures

ANSWER CHOICES	RESPONSES	
No. of aircraft accidents	58.82%	20
No. of runway incursions	67.65%	23
No. of runway excursions	55.88%	19
No. of airprox/TCAS alert /loss of separation /near mid-air collisions /mid-air collisions	58.82%	20
Not sure	32.35%	11
Other ANSP SPIs?	17.65%	6
Total Respondents: 34		

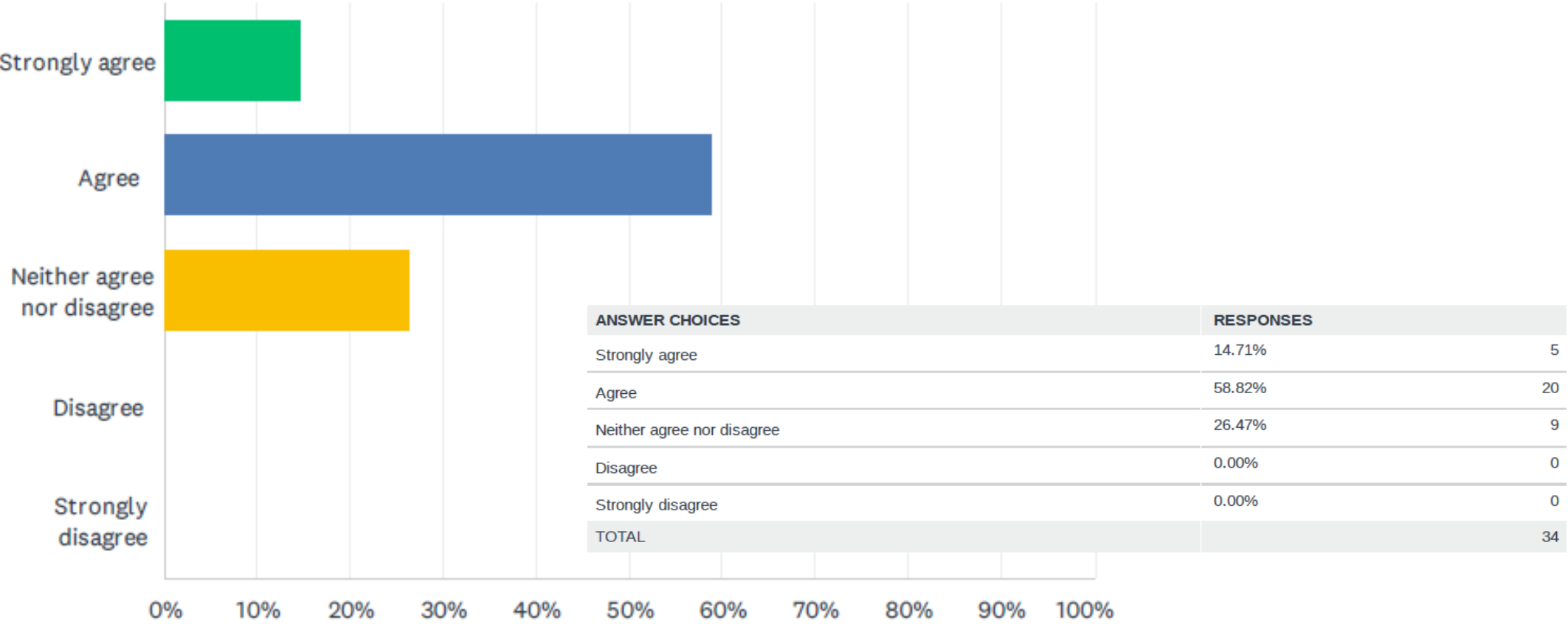
Q42: Please indicate your level of agreement with the following statement: **ANS personnel can report safety issues to your ANSPs without fear of negative consequences.**

Answered: 34 Skipped: 84



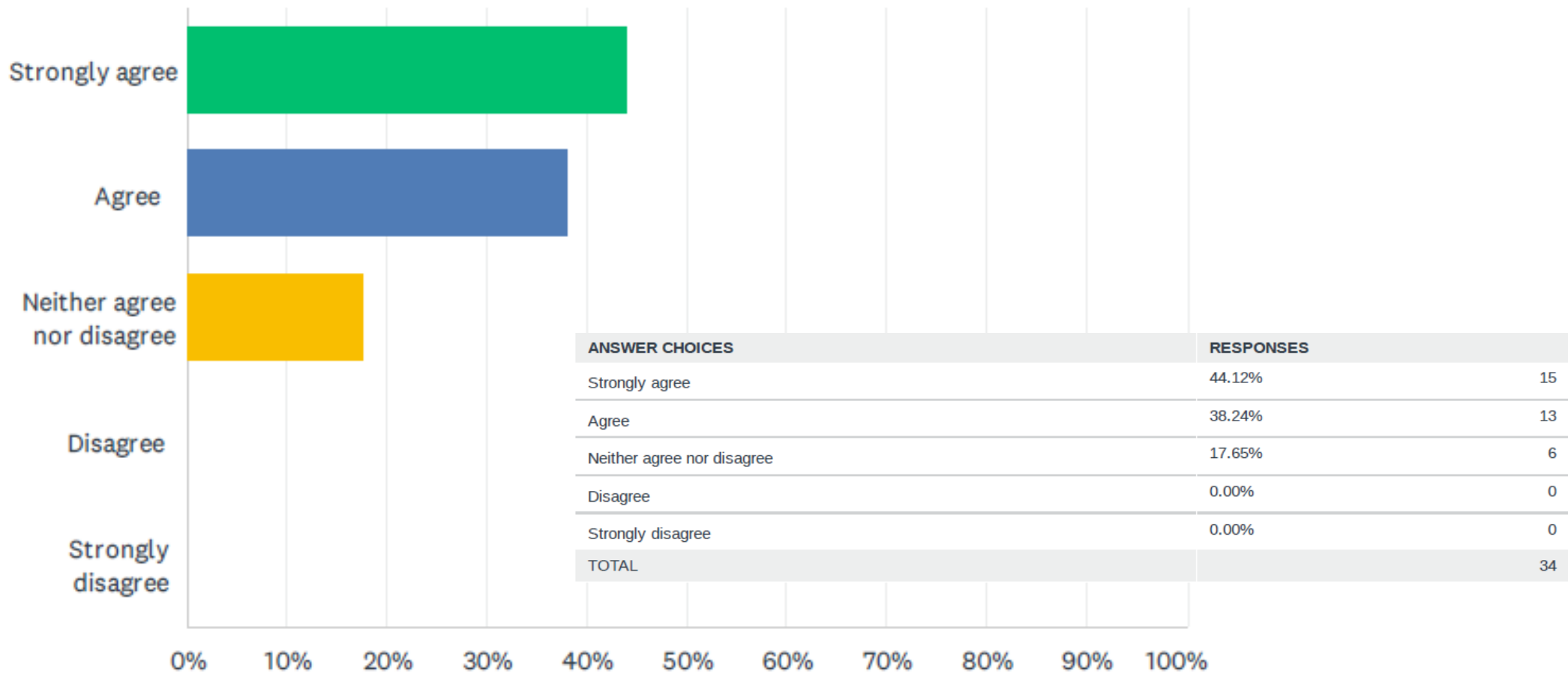
Q43: Please indicate your level of agreement with the following statement: ANS personnel receive timely feedback from your ANSP on how their safety concerns are being addressed.

Answered: 34 Skipped: 84



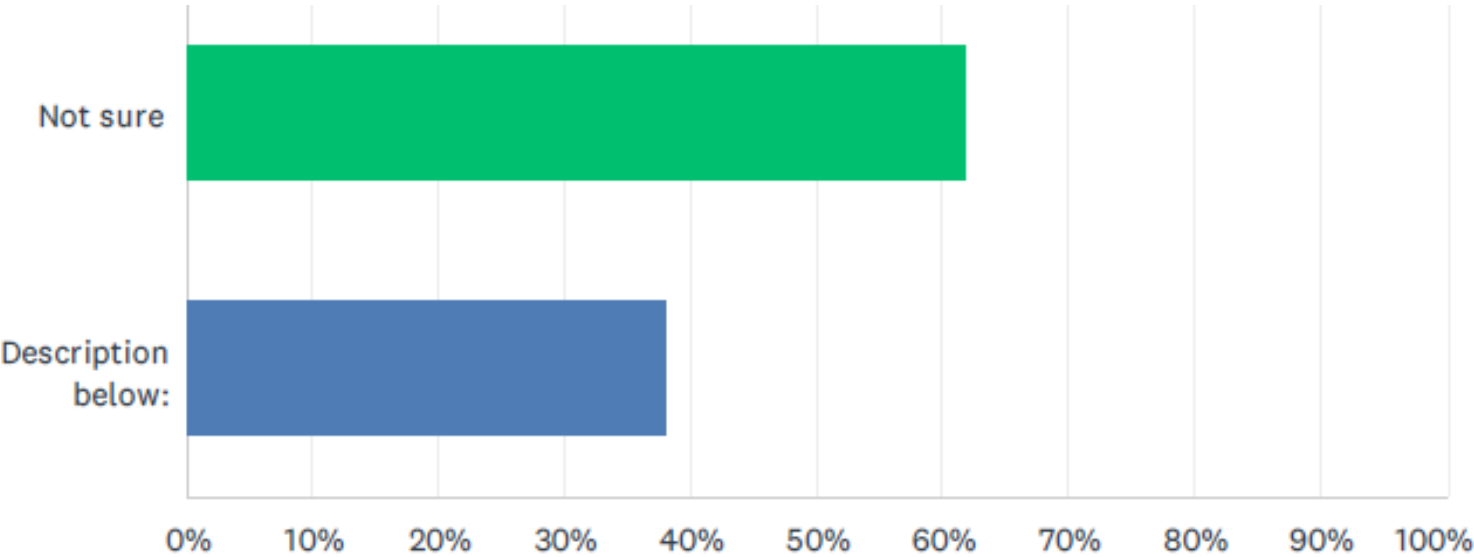
Q44: Please indicate your level of agreement with the following statement: **Safety issues are investigated by your ANSP to find underlying causes, rather than to place blame in their organization.**

Answered: 34 Skipped: 84



Q45: Describe how your ANSP usually maintains employee confidentiality when reporting issues below, or select "not sure".

Answered: 34 Skipped: 84



ANSWER CHOICES	RESPONSES	
Not sure	61.76%	21
Description below:	38.24%	13
TOTAL		34

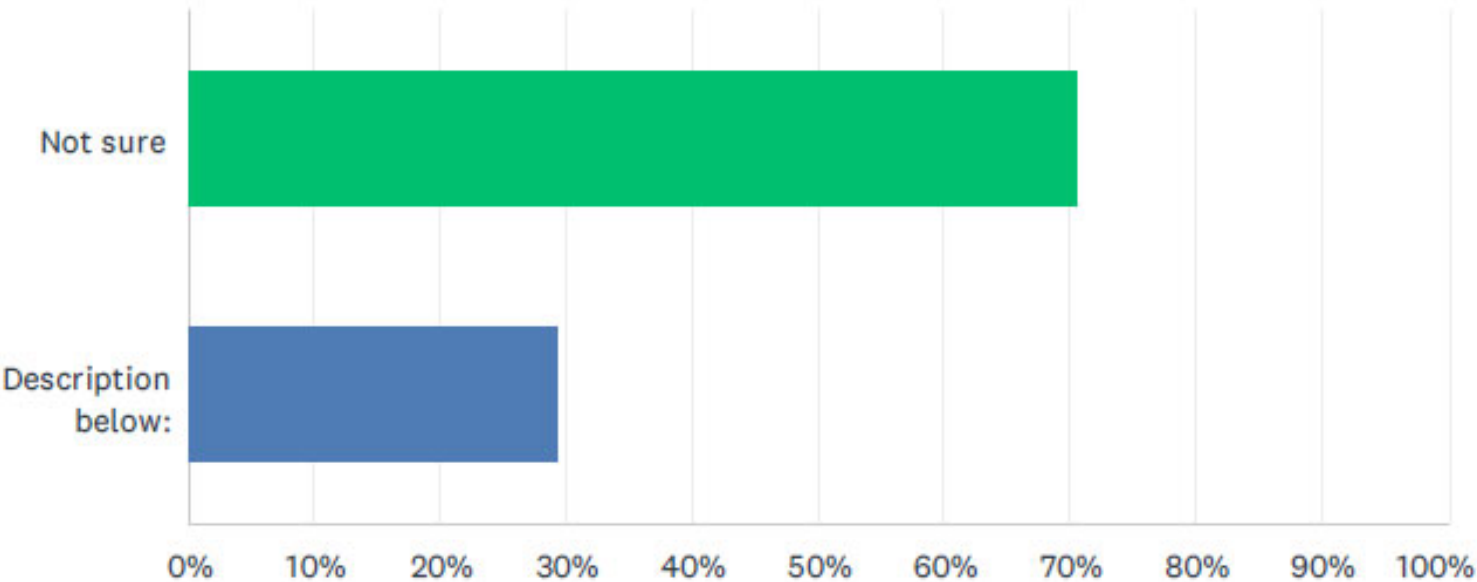
Q45: Describe how your ANSP usually maintains employee confidentiality when reporting issues below, or select "not sure".

Answered: 34 Skipped: 84

#	DESCRIPTION BELOW:
1	Conseal the names of reporters
2	Deidentified manner.
3	-de-identified and archived -identifying information about the reporter is known only to the custodian to allow for follow-up action.
4	- De-identified and archived - Identifying information about the reporter is known only to the custodian to allow for follow-up action.
5	Voluntary safety reporting system
6	I
7	Reports are only accessible by those conducting investigations. The reports are de-identified before sharing with other colleagues.
8	Aerodrome Operators de-identify reports before encoding in their database. Thus the details in the "database" does not include the name of the reporter.
9	This has to be clearly documented in the in the SMS policy to protect the employee confidentiality. The procedure will contain instruction on how the reporting issue is done.
10	Reports are de-identified.
11	There is a STANDARD OPERATING PROCEDURES on Protection of Safety Data and Information
12	[System name / abbreviation de-identified] is confidential system under state
13	The reporter information will be hidden in the reporting database

Q46: Describe any personal, social, or legal consequences that are faced by individuals who make mistakes (if any.)

Answered: 34 Skipped: 8¹

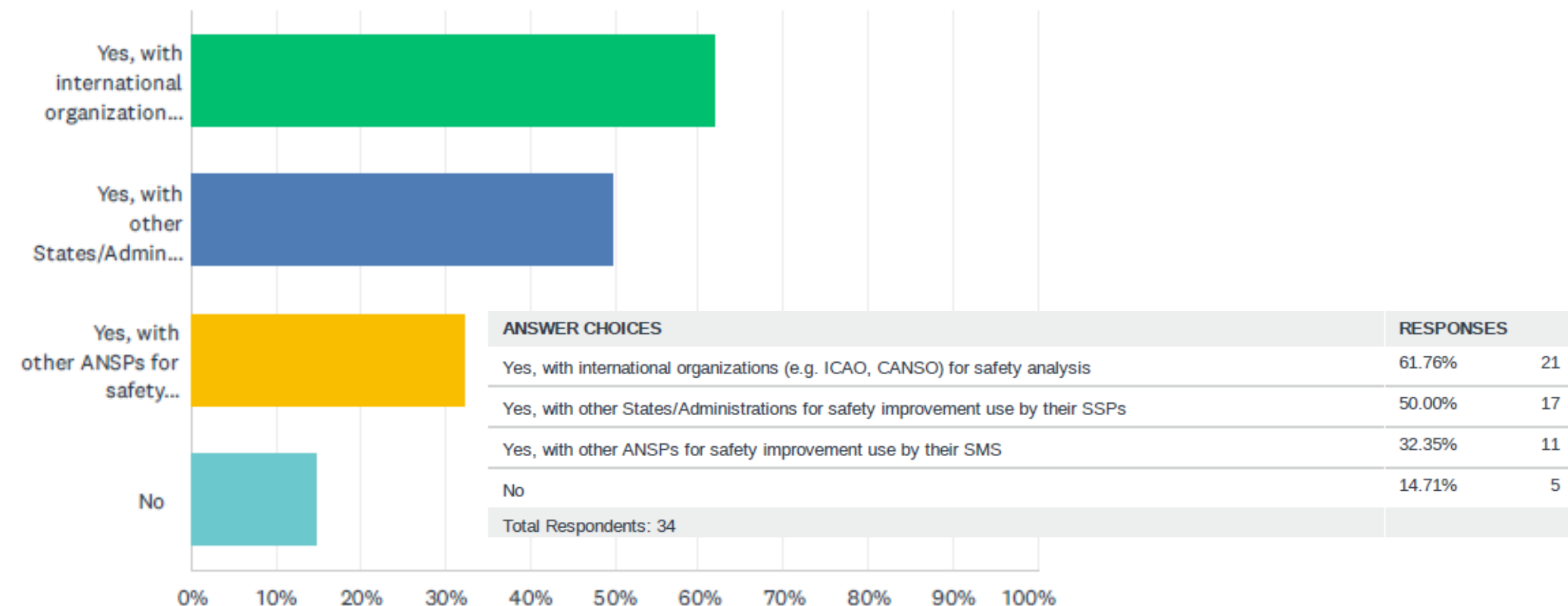


ANSWER CHOICES	RESPONSES	
Not sure	70.59%	24
Description below:	29.41%	10
TOTAL		34

#	DESCRIPTION BELOW:
1	It depends on the event that the person is involved in.
2	No
3	A Just Culture policy has been defined that clearly identifies the conditions under which punitive action would be considered (e.g. illegal activity, negligence or willful misconduct)
4	A Just Culture policy has been defined that clearly identifies the conditions under which punitive action would be considered (e.g. illegal activity, negligence or willful misconduct).
5	From the perspective of aviation safety management, when handling mistakes reported by our ANSP personnel, we apply ICAO Annex 19 practices to promote a positive safety culture, and to protect safety data / information and their sources according to the guidelines in ICAO Annex 19 Appendix 3
6	Firstly, there must be a policy and procedure to deal with personnel and individual we make mistakes including the likely consequences and penalty. Mistakes by personnel are seen as challenges for the organisation to improvement on. For example, individuals who make mistake for the first time must be trained or retrained for improvement. Second time offender for the same mistake are subject to counselling and other appropriate form of enforcement to the extent of termination if no improvement and willful or deliberate behaviour is involved.
7	Investigations will be conducted in accordance with established procedures and regulatory framework, as applicable.
8	There is a Regulation covering that matter.
9	[System name/abbreviation de-identified] is non punitive
10	For intentional mistake, the personnel may face legal consequence/administrative sanctions. Otherwise they will be given briefing refreshing training.

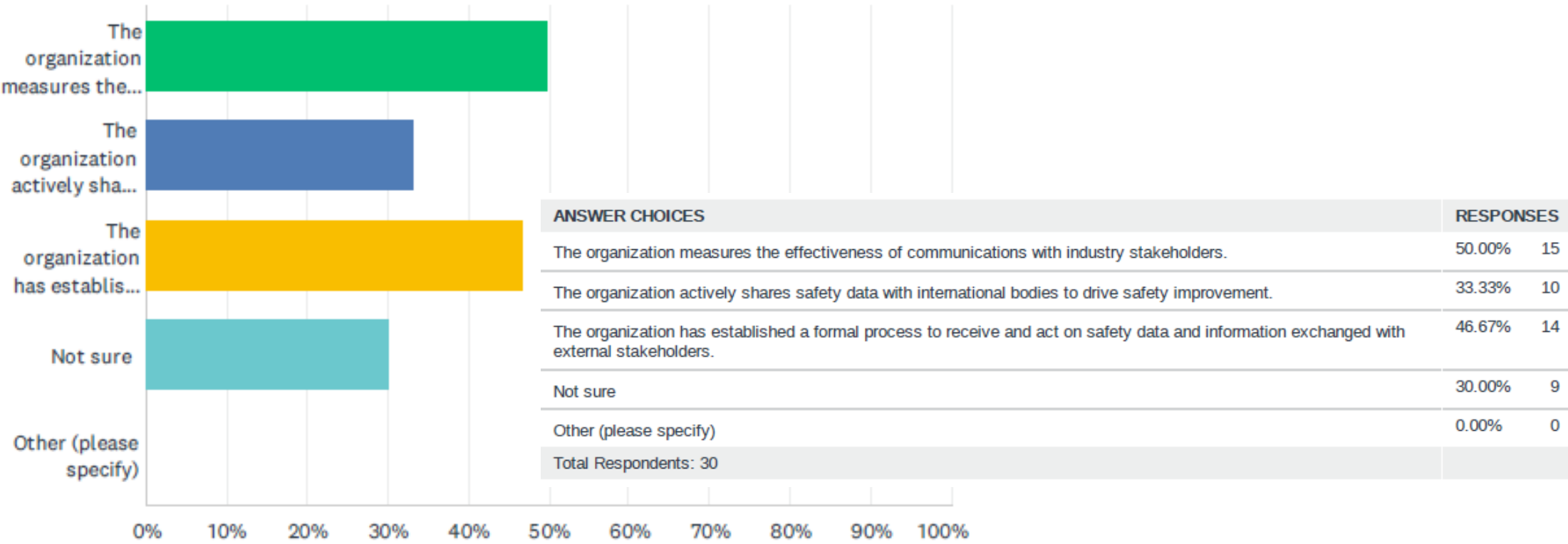
Q47: Does your State/Administration share safety information externally under appropriate safety information protection arrangements)? *You may select more than one answer.* (Remarks : see SOE : “Appropriate safety information and knowledge is shared with industry stakeholders. Information disclosure complies with agreed publication and confidentiality policies / agreements.”)

Answered: 84 Skipped: 84



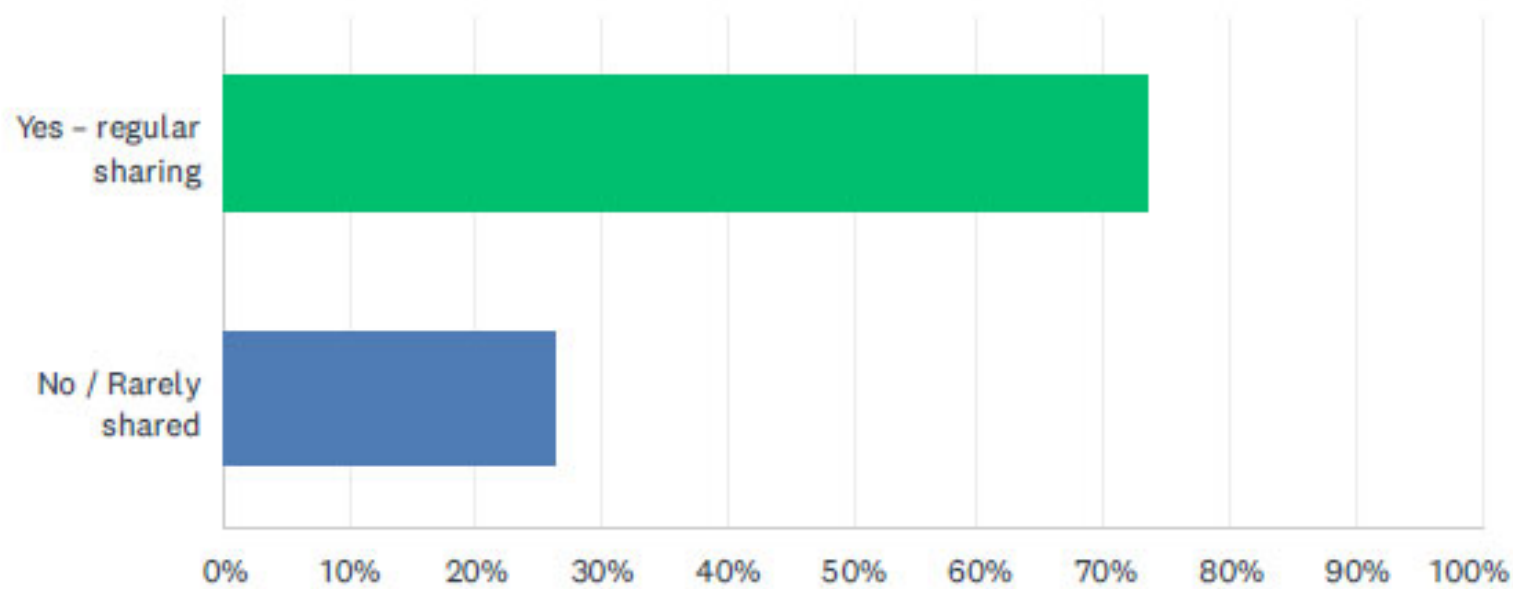
Q48: Does your State/Administration have an effective mechanism in place with periodic sharing? *Please select the most appropriate response(s) below. You may select more than one answer.*

Answered: 30 Skipped: 88



Q49: Does your State/Administration share safety information externally under appropriate safety information protection arrangements)?With service providers (e.g. ANSPs, AOCs, aerodromes etc):

Answered: 34 Skipped: 84



ANSWER CHOICES		RESPONSES	
Yes – regular sharing		73.53%	25
No / Rarely shared		26.47%	9
TOTAL			34

Q50: If you answered yes, what is shared with other SMS regularly or maybe provided upon request?

Answered: 12 Skipped: 106

#	RESPONSES
1	Don't have details
2	-
3	They have their own SMS Manual, provided on request.
4	SPI and SPT achieved
5	Information that are related to ANSP provision including but not limited to air space incident and runway incursion and excursion.
6	De-identified safety information are shared on a need-to basis to relevant service providers.
7	For example, some of the events that mostly occurred in ground operations activities may related to the AOC by Aircraft types. Actually, it is verbal sharing and also may not be regular during audit activities.
8	Safety Reports, Incident and Accident Analysis, Safety Performance Indicators (SPIs), Best Practices and Lessons Learned, Training and Safety Programs, Audit Findings and Safety Assessments and Regulatory Updates and Compliance Information
9	For the purpose of SMS training
10	The contributing factor , occurence trend , hotspot map of Safety Performance Indicator Safety recomendation and follow up. SSP Also share Response Bulletine periodically
11	Access to our [Name of database de-identified] containing all deidentified mandatory occurrence reports is available for all stakeholders and the general public via a public website ([AAIA's link de-identified]). Access to our national safety watch and all completed safety investigations are also published publicly.
12	We have recently established a NASP and SSP committee which is the forum for sharing of information.

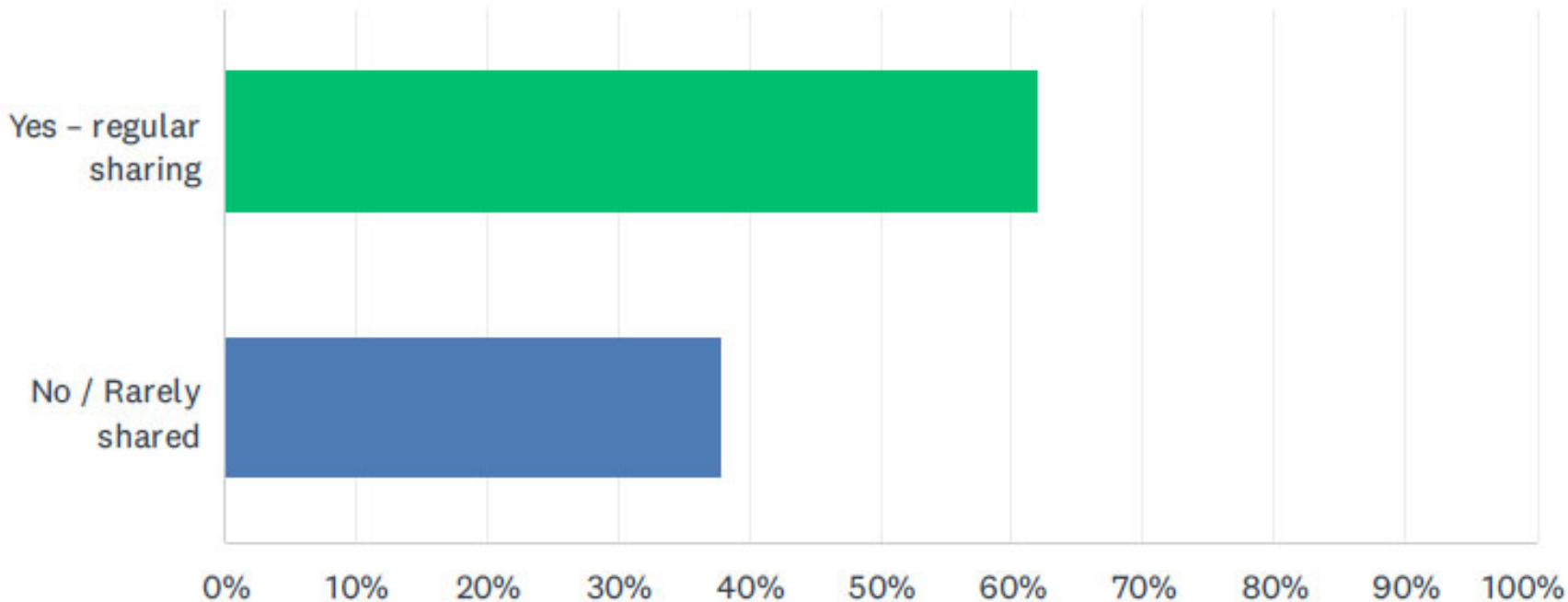
Q51: If you answered no, what data/information are the factors/restrictionsthat may have hindered sharing?

Answered: 9 Skipped: 109

#	RESPONSES
1	Sovereignty
2	procedures
3	- Procedural constraint. - Cultural barriers.
4	De-identifying the unique local operator is challenging; therefore, the operator's information is relatively easy to disclose.
5	De-identified ATC occurrence statistics are shared with local airlines annually, and the safety information is already shared in ICAO / CANSO meetings.
6	System for sharing is yet to be developed or improved.
7	Not sure
8	Negative consequences
9	I'm not sure but I think it's confidential

Q52: Does your State/Administration share information with other States/Administrations?

Answered: 29 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes – regular sharing	62.07%	18
No / Rarely shared	37.93%	11
TOTAL		29

Q53: If you answered yes, what data/information are shared with States/Administrations for SSP usage regularly or may be provided on request ?

Answered: 10 Skipped: 108

#	RESPONSES
1	Public relations documents
2	Incident in de identified manner.
3	-
4	Airport safety performance
5	When there are genuine safety needs to do so, the safety information of non-conformance with ATC procedures of [foreign] aircraft operators may be shared with the respective authorities for assessment or safety actions.
6	e.g. data/ information from mandatory occurrence reports for selected occurrence categories such as TCAS-RA and Deviation from ATC assigned altitude. MOU on Regional safety data and information sharing was signed among five States in Oct 2024 ([Name of States de-identified]).
7	For the purpose of occurrence analysis information
8	Safety information sharing as required by ICAO Annex 13
9	TCAS RA, Deviation from ATC Assigned altitude, birdstrike
10	Routine sharing with various other States/Administrations via signed agreements between [Name of State de-identified] and other States. Data and information include how SSP and NASP is reviewed and performance monitoring as well as how key national risks and challenges are identified for consideration for inclusion in NASP.

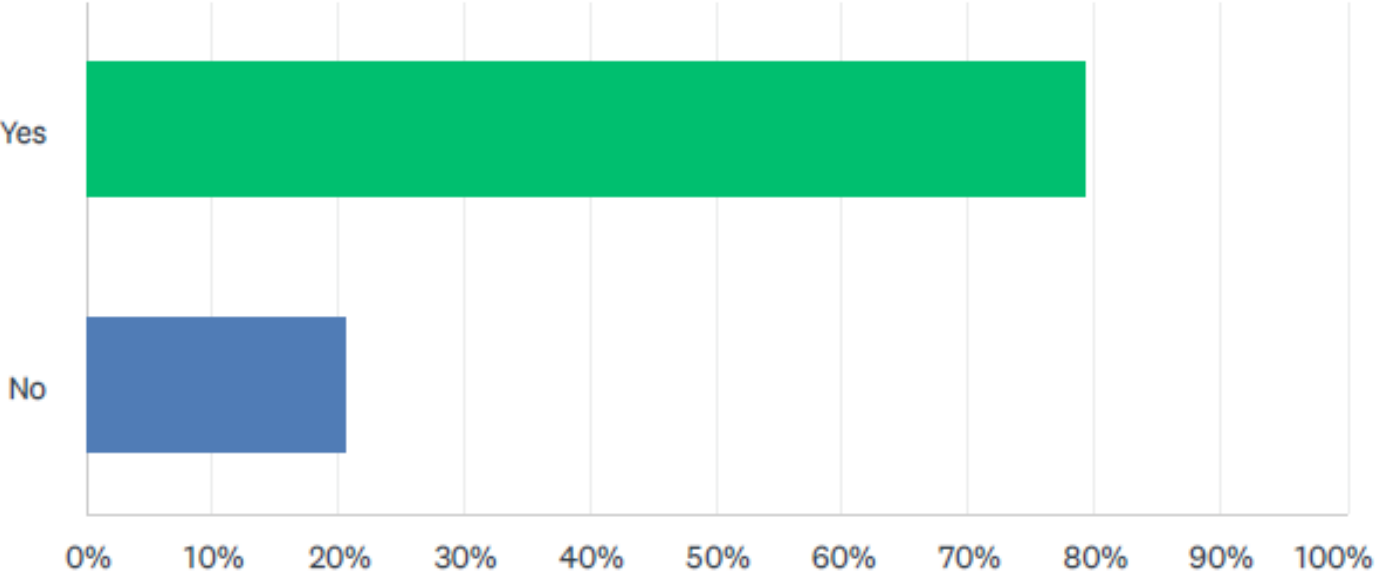
Q54: If you answered no, what are the factors/restrictions may have hindered sharing.

Answered: 10 Skipped: 108

#	RESPONSES
1	Personal Co-ordination Facts
2	I am not sure I have enough information regarding this.
3	Data integrity and security reasons.
4	There is no information on this at the moment
5	Not sure
6	Lack of well established SMS unit
7	Fear of Repercussions, Lack of Anonymity, Cultural Barriers, Ineffective Communication Channels and Insufficient Management Support
8	It's confidential
9	English is not native language
10	if there are MoA or MoC between States may enable the facilitation of sharing of information better

Q55: Does your State/Administration share information with international organizations (e.g., ICAO regional bodies, CANSO, Flight Safety Foundation)?

Answered: 34 Skipped: 84



ANSWER CHOICES	RESPONSES	
Yes	79.41%	27
No	20.59%	7
TOTAL		34

Q56: If you answered yes, what data/information are shared regularly or may be provided upon request?

Answered: 16 Skipped: 102

#	RESPONSES
1	State safety reports
2	-
3	Provided upon Request.
4	Whenever asked
5	Large Height Deviation (LHD) may be provided upon request in RASMAG forums
6	I believe that [CAA de-identified] is regularly and consistently submitting wildlife reports to ICAO Bird Strike Information System.
7	Yes, upon request by the international organisation.
8	wildlife strike reports thru IBIS
9	In case of [AAIA or CAA de-identified] , accident/incident notifications to ICAO as per annex 13. Final reports and safety recommendations concerning ICAO are shared.
10	Safety Reports, Training and Safety Programs, Regulatory Updates, and Safety Audits Results
11	For the purpose of update the progress of safety related implementation, ex. SEI review
12	I think every data if it's necessary to share
13	[State de-identified] has followed AP Share Project under FSF in 2019-2021, [State] supported data TCAS RA/Airprox, Energy for Approach and Go Around.
14	Serious incidents and accidents
15	Our key operational safety performance information (i.e., serious incident and accident rates/occurrences) is shared with ICAO APAC regional aviation safety groups (APRAST and AP-RASP) and as part of the APAC safety report.
16	In response to ICAO surveys that are sent out in State Letters

Q57: If you answered no, what are the factors/restrictions that may have hindered sharing.

Answered: 3 Skipped: 115

#	RESPONSES
1	not aware
2	Nil requests currently, but may be facilitated accordingly based on assessment of request.
3	Not Sure