

Safety Reporting in Adventure Aviation



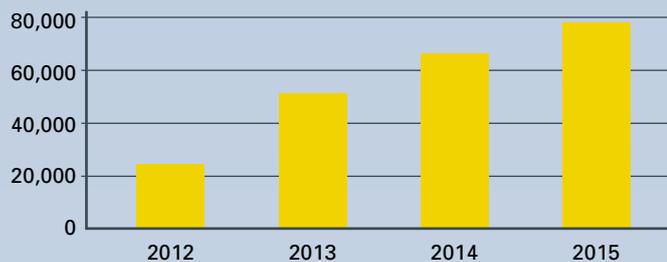
With activity burgeoning in adventure aviation, the CAA is keen to work with the sector to distribute safety information and 'lessons learned'. That's why all Part 115 operators should make it a priority to report all occurrences, including accidents or incidents.

Information from Statistics New Zealand shows that visitor arrivals in 2015 increased 10 per cent from 2014, the first time the percentage increase has reached double digits.

That growth is the driver behind the increased activity in the adventure aviation sector.

Forecasts by the Ministry of Business, Innovation, and Employment suggest that tourist numbers will grow at a rate of 4 per cent annually through to 2021 (*NZ Tourism Forecasts 2015–2021*).

Adventure Aviation Parachute Flights



That's why it's important that operators undertake high-quality, information-driven safety management, and reporting of occurrences is critical to that.

The key to safety management is getting information about potential risks. In the words of safety scientist James Reason, this means:

"Creating a safety system that collects, analyses, and disseminates information on incidents and near misses on a regular basis, as well as regular proactive checks on the system's vital signs."

At the CAA's Part 115 Industry Day earlier this year, Joe Dewar from the Intelligence and Risk Analysis Unit proposed working with the sector to establish a safety programme based on disseminating information to operators.

It's been more than four years since the implementation of Part 115 *Adventure Aviation – Certification and Operations*, which saw the formation of a regulated adventure aviation sector in New Zealand.

It's incumbent on Part 115 operators to report any occurrences but it appears that's not always happening.

"They are doing more flights than what the stats are telling us," says Jeanette Lusty, the CAA's Team Leader Flight Operations Adventure Aviation.

"We had a unit review meeting recently and we had a case that didn't look right. They recorded 80 flights but when we went and asked them, they'd in fact done 3000."

"It just gives us the wrong picture which could well send us down the wrong path for risk assessment."

Making it easier for operators to file reports is part of the CAA's proposal.

"Because Part 115 is relatively new there's a lot of education we need to get across. But more importantly, under the new programme I'm proposing, there are benefits to the operator that can come from this," says Joe.

The CAA releases some Part 115 accident and incident reports primarily via its web site, but under the proposal, targeted information would be systematically distributed to adventure aviation operators.

"What I'm saying is we're going to give it back to industry, we're going to show operators the lessons learned, we're going to give them other information useful to what they do.

"Things like tourist numbers, when and where that's going to develop by area, information relevant to the sector. As soon as operators start joining this information cycle by submitting occurrence reports and investigation findings we can make them a much more informed operator."

Operations Manager at Skydive Auckland, Fiona McLaren-Baldwin, is in charge of the reporting of occurrences to CAA.

"We have a trend-monitoring system which we use to record near misses and incidents. Any important findings we are eager to share with other industry operators. Learning from other people's near misses or incidents helps to prevent them from happening to your own organisation," says Fiona.

Joe Dewar sees it as treating safety information alongside other key business data.

"So basically putting safety intelligence on the same level as business intelligence."

Feedback

Please contact Joe with your feedback on the proposal and suggestions for how it could be developed, email: joe.dewar@caa.govt.nz.

To report occurrences online go to: www.caa.govt.nz/report. ■