



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

**10<sup>TH</sup>**  
**ANNIVERSARY**

# Safety Performance Measurement at the European Level

John Vincent

Deputy Director for Strategic Safety and  
Head of Safety Analysis and Research

14<sup>th</sup> November 2012

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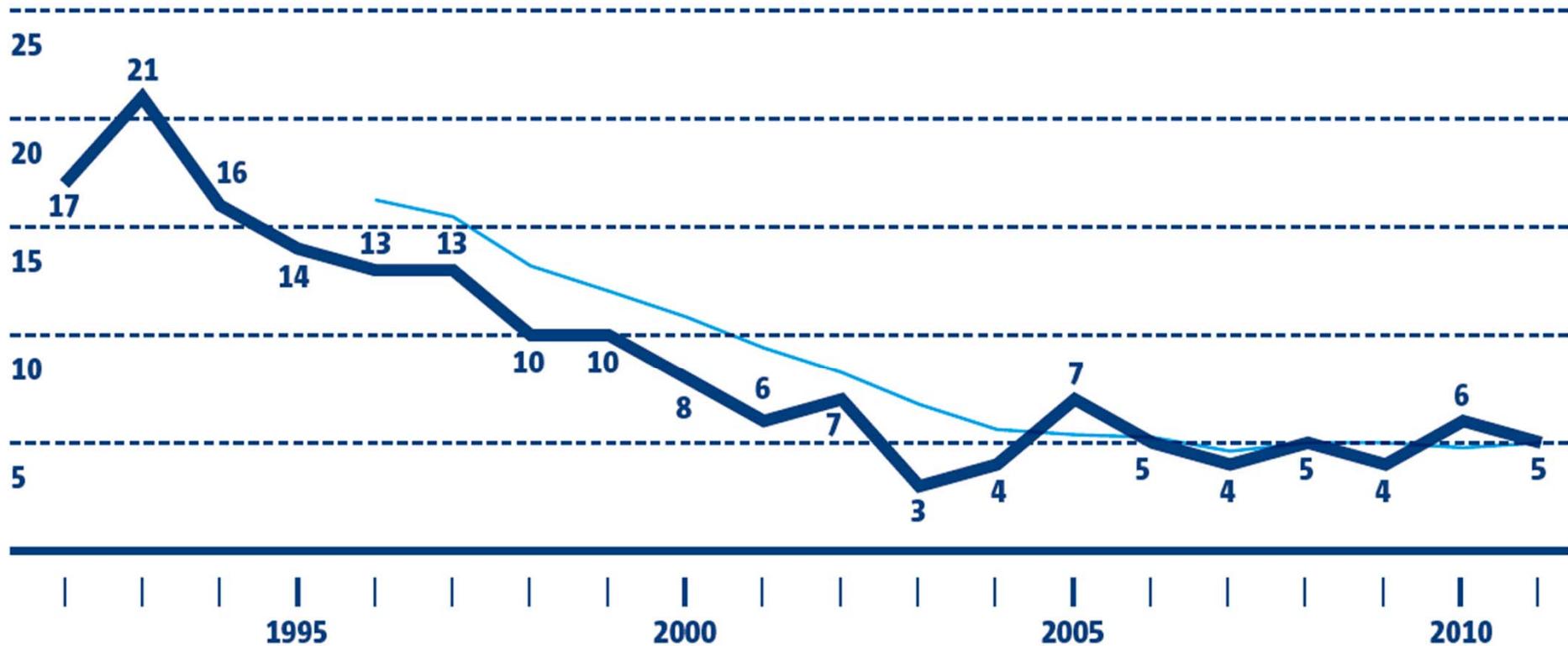
# Contents

- Current Safety Performance and European Ambition
- Beginnings of Performance Regulations
- Linking Safety Performance and Safety Planning
- Partnership with National Authorities



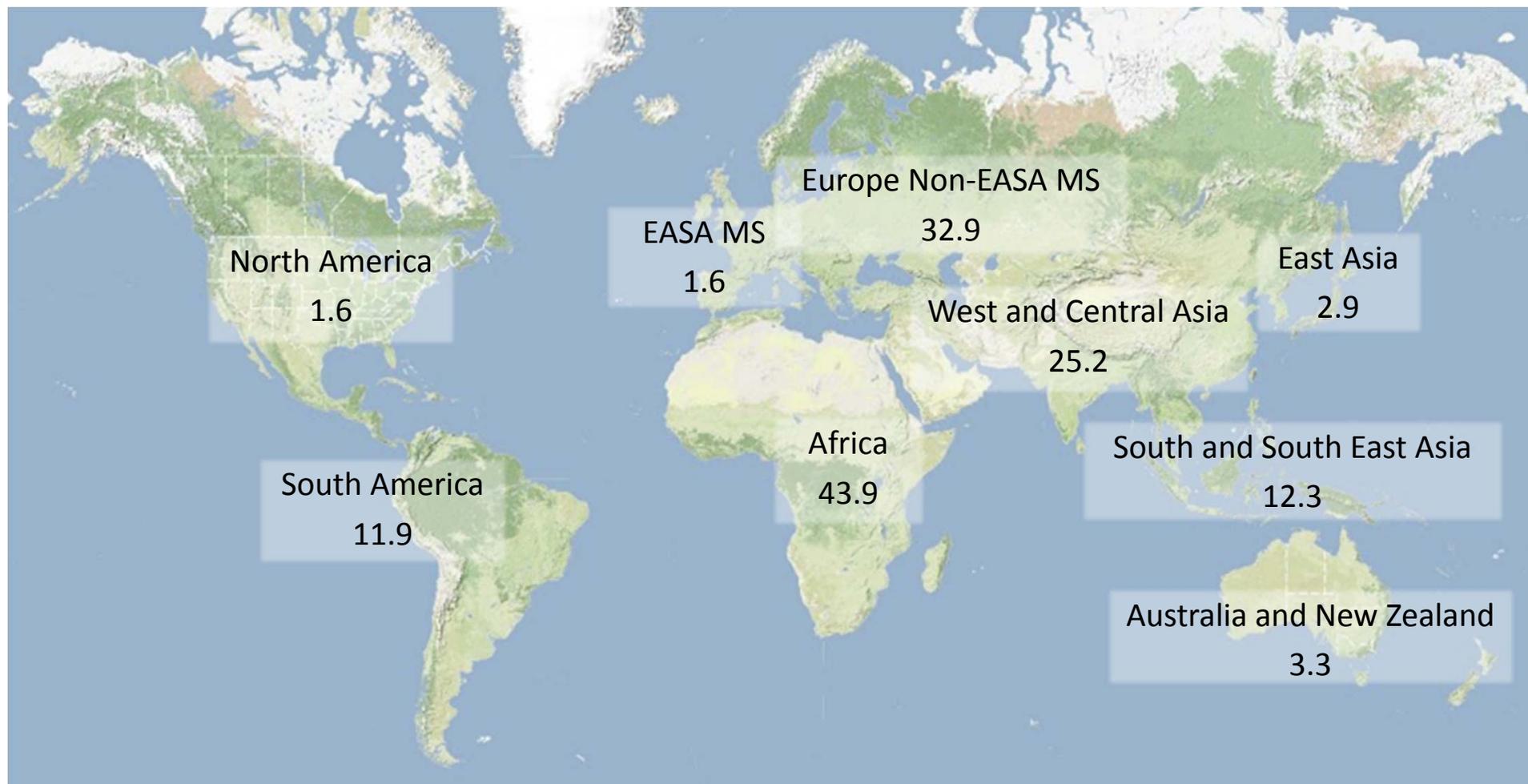
# Current Safety Performance

**GLOBAL RATE OF ACCIDENTS INVOLVING PASSENGER FATALITIES PER 10 MILLION FLIGHTS, SCHEDULED COMMERCIAL AIR TRANSPORT OPERATIONS, EXCLUDING ACTS OF UNLAWFUL INTERFERENCE**



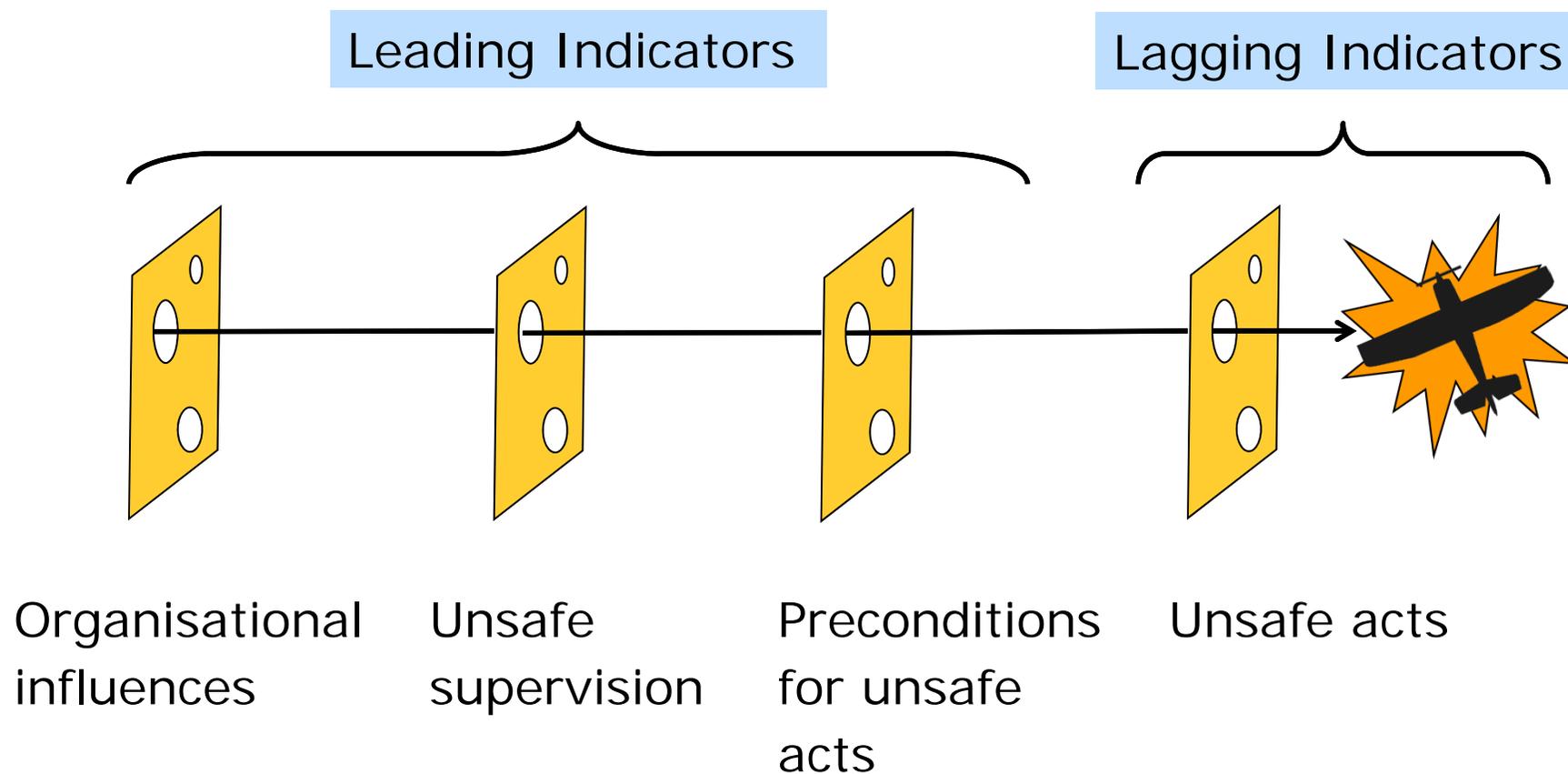


# Safety Performance Ambition





# Proactive Safety Performance Monitoring



# Beginnings of European Safety Performance Monitoring



## REGULATIONS

**COMMISSION REGULATION (EU) No 691/2010**

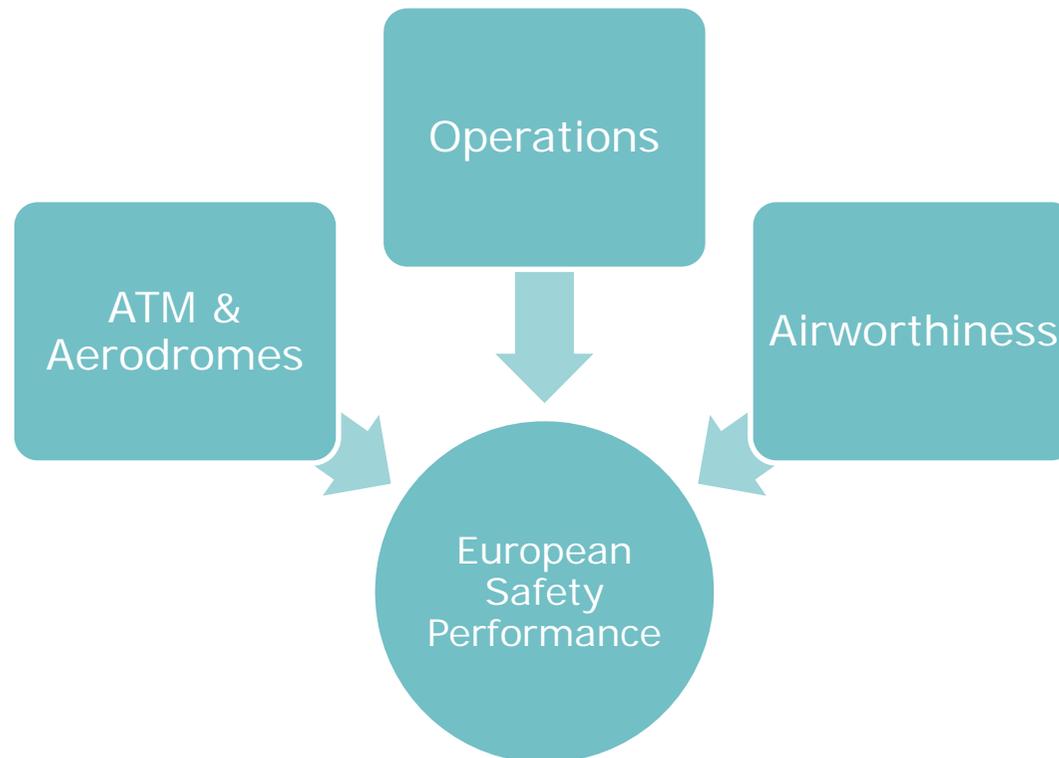
**of 29 July 2010**

**laying down a performance scheme for air navigation services and network functions and amending Regulation (EC) No 2096/2005 laying down common requirements for the provision of air navigation services**



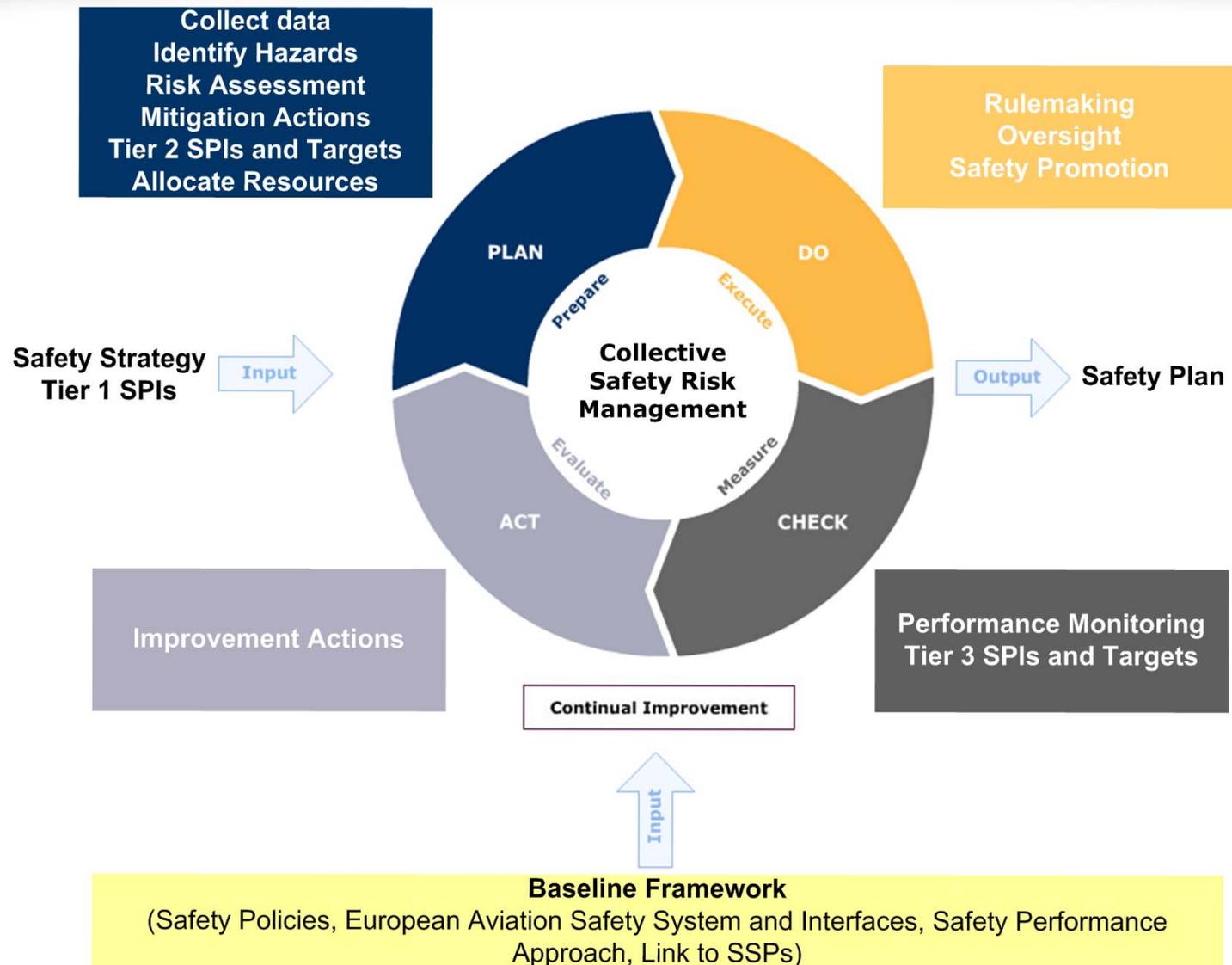
# European Safety Performance Monitoring

- EC aims to expand safety performance schemes to all aviation domains





# Safety Performance and Safety Planning

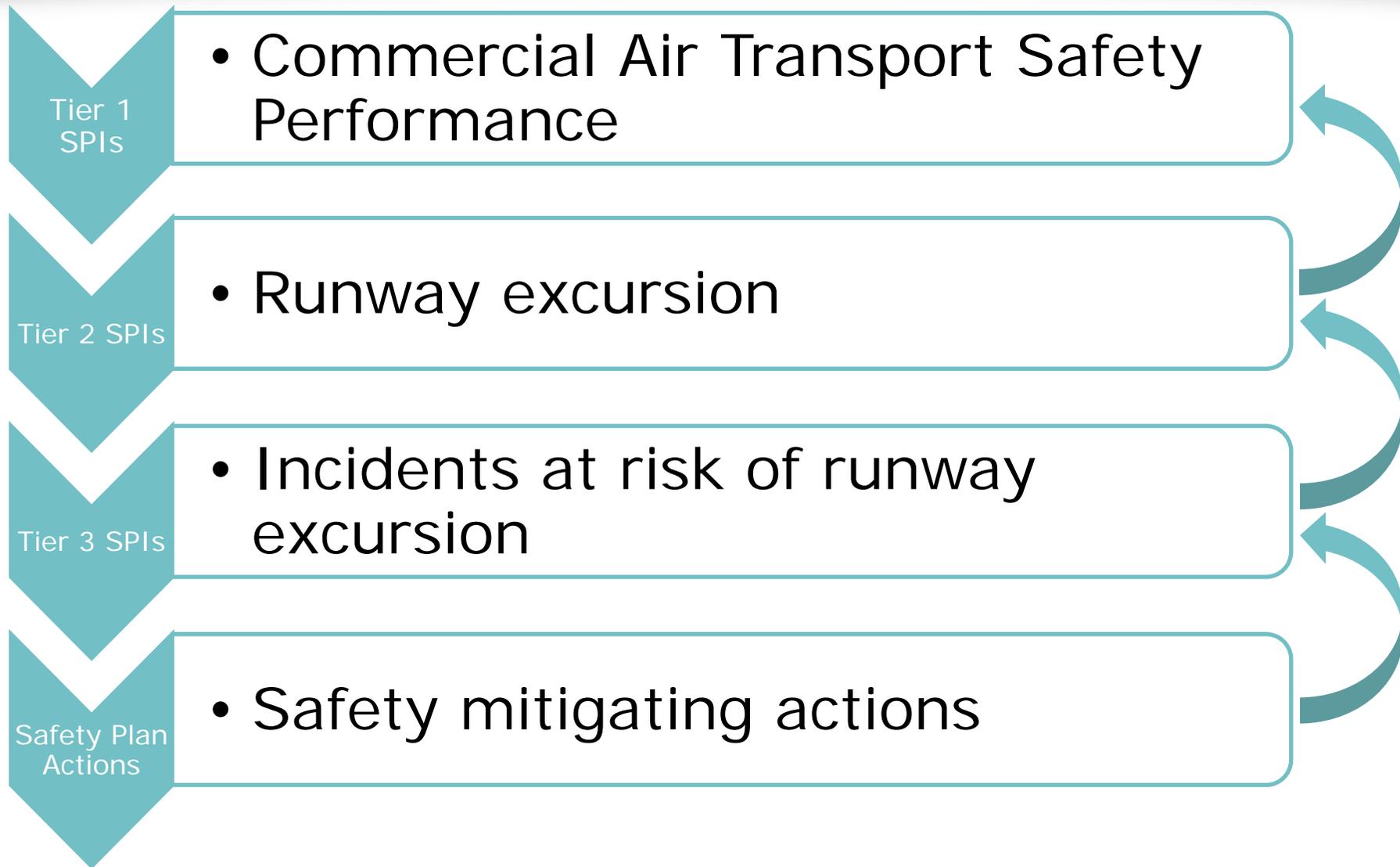


## European position on SPIs defined in Working Paper to ICAO High Level Safety Conference

- ▶ Tier 1 Safety Outcomes: fatal accidents, accidents
- ▶ Tier 2 Key Risk Areas: high-severity incidents, grouped by potential outcome
- ▶ Tier 3 Effectiveness of Safety Measures: incident data linked to safety plan actions



# What Might European SPIs Look Like?





# What Might European SPIs Look Like?

## Tier 1 – Commercial Air Transport

SKPIs:  
accident  
and  
serious  
incident  
rates

### Tier 2 – Runway Excursions

Runway  
excursion  
rate

EAPPRE  
rate of  
uptake

### Tier 3 – Contaminated Runways

Use of signage  
indicating TORA

Incidents  
involving  
insufficient TORA



# Partnership With National Authorities

- EASA coordination and harmonisation of safety analysis

## EASA Network of Analysts

Safety  
Performance  
Indicators

Risk Classification

MAC

LOC-I

Laser  
Illumination

Unstabilised  
Approaches



# Summary

- Achieving safety performance goals requires proactive monitoring
- Regulations exist and may expand
- SPIs must be integral to Safety Planning Process
- Work must be in partnership with National Authorities



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