



Schweizerische Eidgenossenschaft  
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Bundesamt für Zivilluftfahrt BAZL

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# Safety Performance Measurement

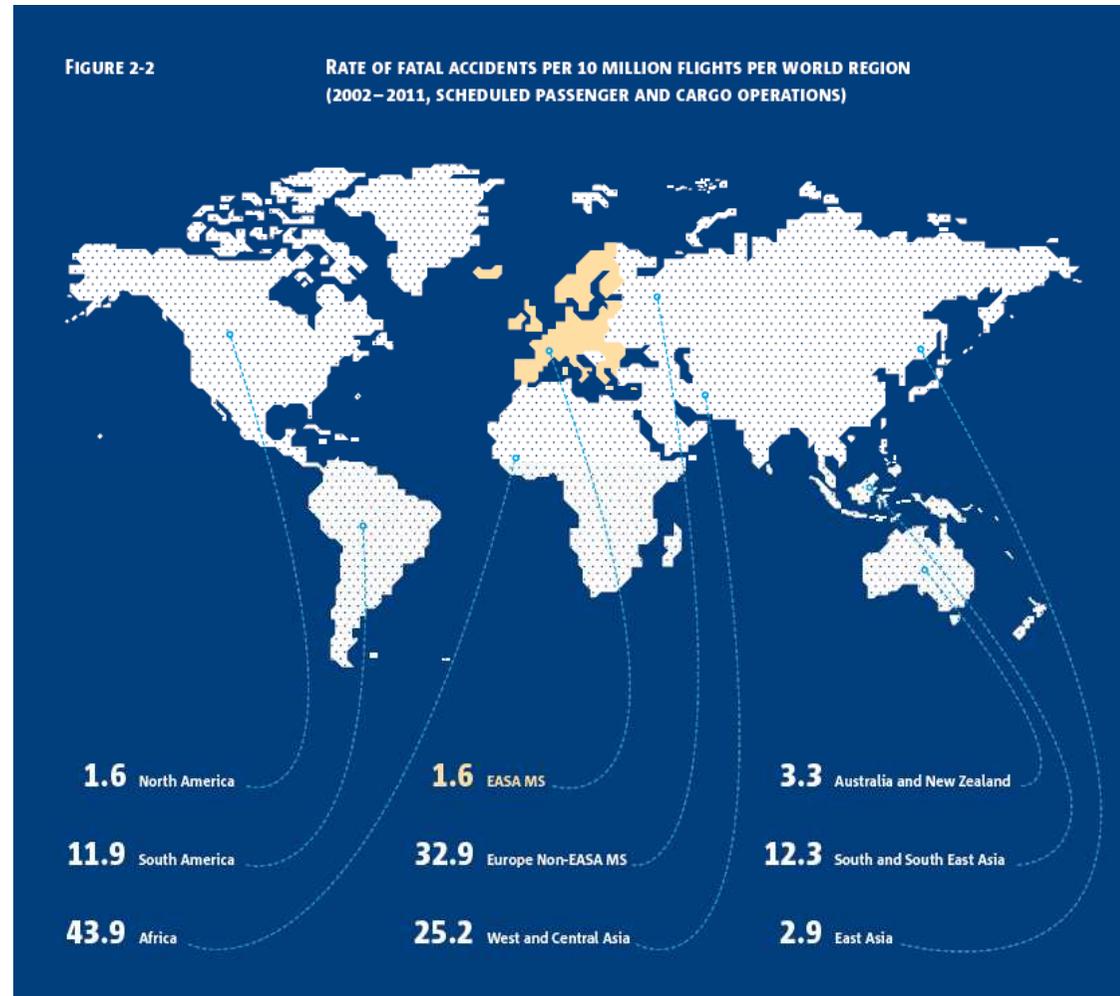
within the **Swiss Aviation Safety Program**

R. Hunninghaus, Head of FOCA SRM

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# Safety is a global issue ....



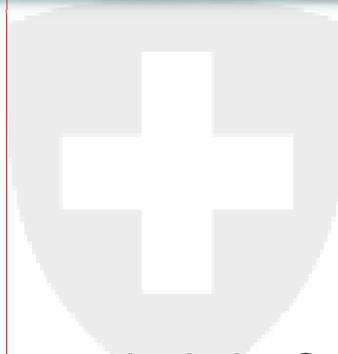
EASA Annual Safety Review 2011



## State “Safety Management”



**SSP**



**SMS**

- Safety management at both the State and ORG level
- Safety Performance Indicators (and targets) are necessary
  - show that safety is being effectively managed
  - need to be developed over time



# Collaborative approach...

The EU/EASA System

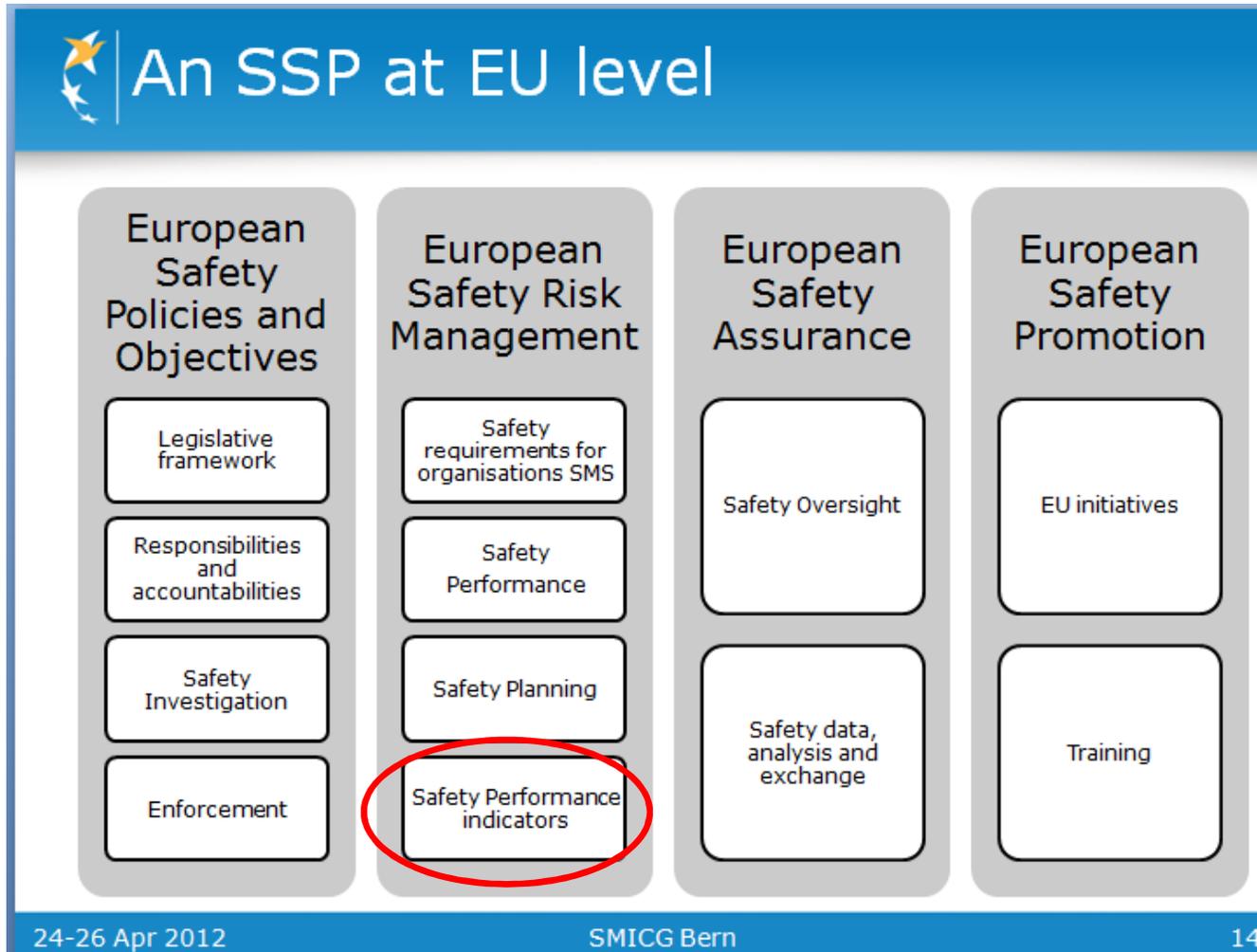


Member States  
and EASA/EU  
need to work  
together to  
enact an SSP

24-26 Apr 2012 SMICG Bern 6

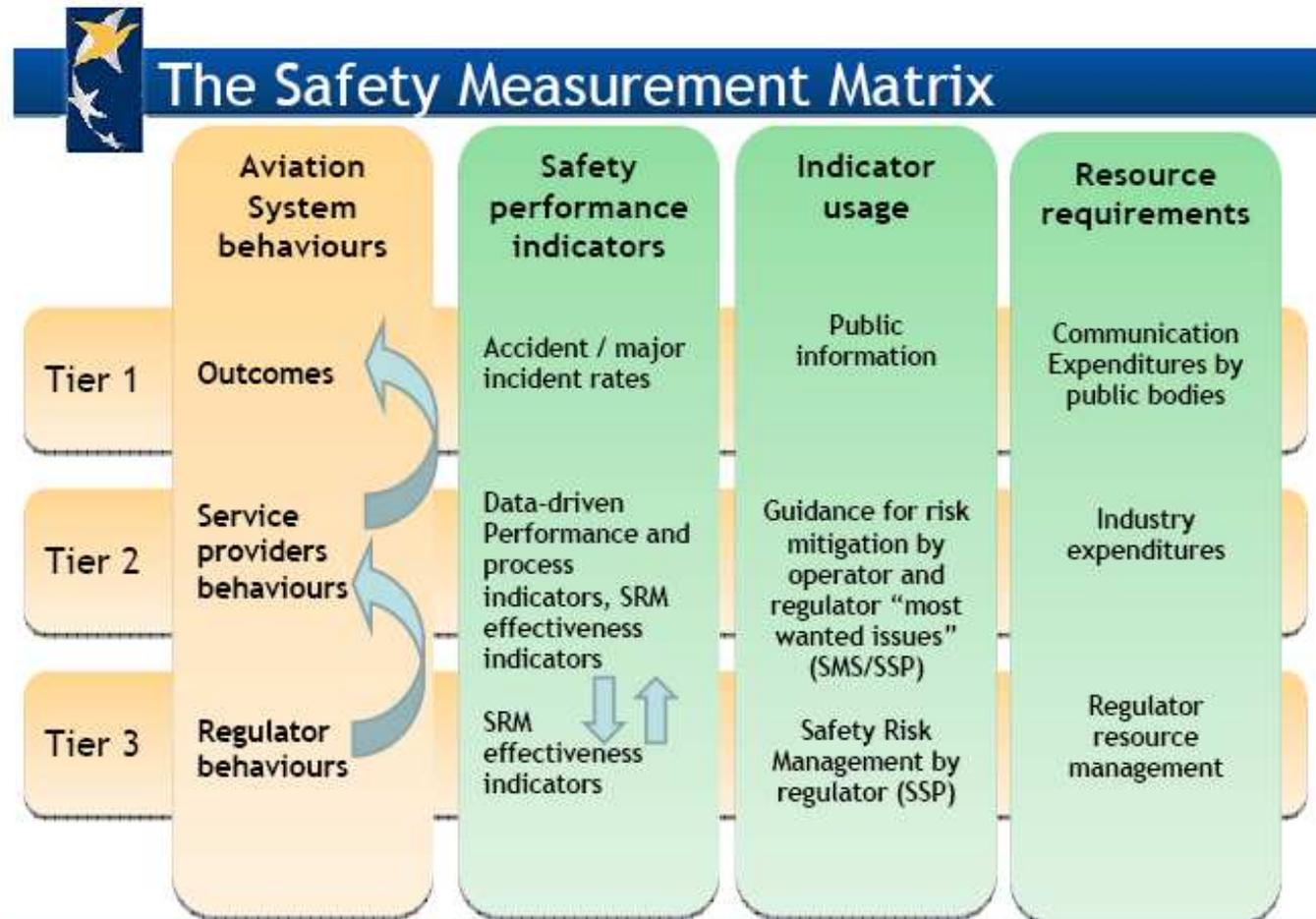


# European Aviation Safety Program





# Framework for performance measurement...





# SPI development in Switzerland



## Comparisons

- Historical Swiss data
- European States



## Industry Inputs

- Existing industry SMS outputs
- Examples of industry „best practice“
- Safety Oversight Committee (SOC)



## Regulator Inputs

- ICAO Guidance material
- EC Regulation (ANS domain)
- EASA reference material
- FOCA internal reviews (SRM & Divisions)



# Key selection criteria

- Relevance for users / providers
- Availability and stability of data
- International compatibility
- Indicators should be clearly identifiable and unique
- Simplicity and meaningfulness for decision makers
- Indicators should be possible to influence



# Accident / Incident indicators

1 / 3

## Tier 1

- Number of fatal accidents in a 5-year period
- Rate of accidents in scheduled CAT operation
- Rate of fatalities in CAT operation
- Number of accidents in commercial Helicopter operation
- Number of fatalities in commercial Helicopter operation
- Number of fatalities in General Aviation operation



# Operational indicators

2 / 3

## Tier 2

- Number of Airspace infringements resulting in a SMI or inadequate separation
- Rate of Level busts resulting in a SMI or inadequate separation
- Rate of incidents with ATM direct contribution classified as A or B
- Rate of Separation minima infringements classified as A or B
- Rate of Runway Incursions classified as A/B/C
- Number of Runway Excursions classified as A/B/C
- SAFA National Ratio on Swiss registered aircraft out of SAFA-inspections



# Systemic effectiveness indicators

3 / 3

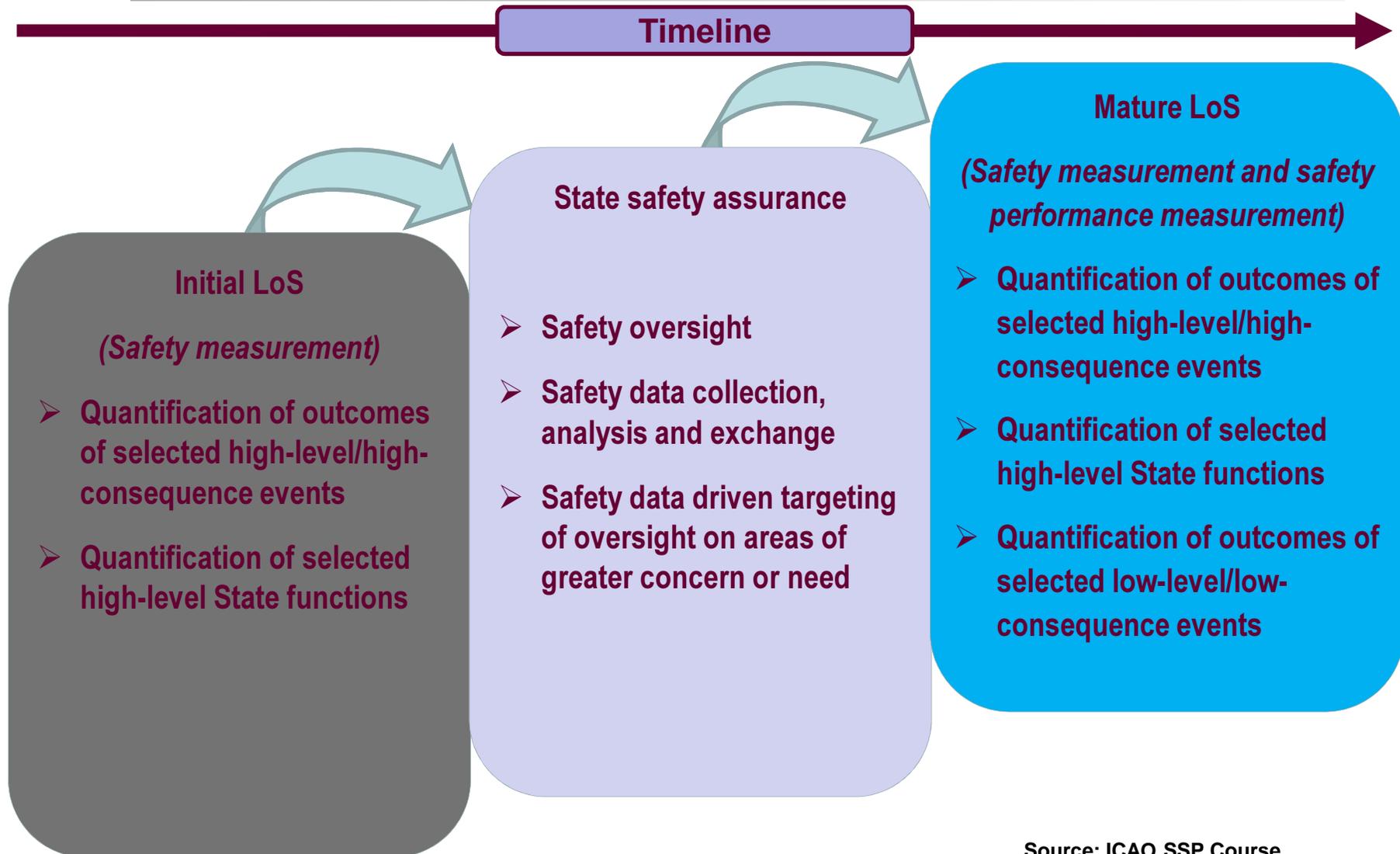
## Tier 3

- Effectiveness of Safety Management (EoSM)
- Application of the severity classification methodology of the Risk Analysis Tool (RAT)
- Just Culture

👉 **SPI prescribed by EC Regulation for ANS domain**



# Maturity



Source: ICAO SSP Course



## What's next....?

- Data for selected SPI will be monitored by FOCA SRM
- FOCA Reports (initially ASR) will include reporting on SPI
- EU mandated SPI will be monitored & reported to EASA
- Stakeholder continue to develop their own SPI
- European developments will be taken into account
- A first monitoring „reference period“ should be 3 – 4 years
- Re-evaluate selections based on monitoring results
- Once reference „Levels of Safety“ have been determined, consideration can be give to future target setting.

**"A journey of a thousand miles begins with a single step."**





# You can't manage what you can't **measure**

Peter Drucker





# Panel Discussion....

